

Florida. State road dept.

FLORIDA *Highways*

FLORIDA STATE LIBRARY

December 1945

Price 25 cents

Season's
Greetings



FLORIDA STATE LIBRARY

F3527
F636



Midway Between Bok Singing Tower and
Beautiful Cypress Gardens.

Visitors
are cordially welcomed at the large modern
citrus packing house of

**WAVERLY
GROWERS COOPERATIVE**

Waverly
BRAND

WAVERLY, FLORIDA

PLYMOUTH CITRUS GROWERS ASSOCIATION

R. T. CARLETON, Secretary-Manager

ORGANIZED IN 1909

CITRUS MARKETING COOPERATIVE

**MAYFLOWER AND
PLYMOUTH ROCK BRANDS**

PLYMOUTH, FLORIDA

SALES—SERVICE—RENTALS

Florida Equipment Company of Jacksonville
Tampa
Miami

A Florida Organization to serve You

ROAD MACHINERY—CONSTRUCTION EQUIPMENT AND SUPPLIES

J. D. Adams Co.—Motor Graders, Leaning Wheel Graders.
Athens Plow Co.—Plows, Disc Harrows, Tillers.
Buda Co.—Diesel and Gas Engines, Generator Sets.
Blaw Knox Co.—Bin Batchers, Bulk Cement Plants, Steel
Forms, and Clam Shell Buckets.
Buckeye Traction-Ditcher Co.—Ditchers, Chip Spreaders, and
Fine-graders.
J. I. Case Co.—Industrial Wheel Type Tractors, Mowers and
Power Units.
Gorman-Rupp Co.—Pumps, self priming, centrifugal, triplex
and irrigation.
Heil Company—Dump Bodies.
Hercules Company—Road Rollers.

Koehring Co.—Draglines, Shovels, Cranes, Dumpers, Concrete
Pavers & Finishers, Mud Jacks.
Kwik-Mix Co.—Concrete, Bituminous, and Plaster Mixers.
R. G. LeTourneau, Inc.—Tournapulls, Carryalls, Scrapers, Do-
zers, Rooters, Cranes, Power Control Units.
Seaman Motors—Pulvi Mixers, Fire Apparatus.
Shovel Supply Co.—Construction Equipment and Patch Rollers.
Standard Steel Corp.—Asphalt Plants.
Standard Steel Works—Asphalt, Distributors Tar Kettles Tanks
and Transports.
Schramm Incorporated—Air Compressors, Gas, Electric and Die-
sel.



MIAMI

Phone 9-2861—658 N. W. 6th St.

JACKSONVILLE

Phone 5-6232—10 Stockton St.

TAMPA

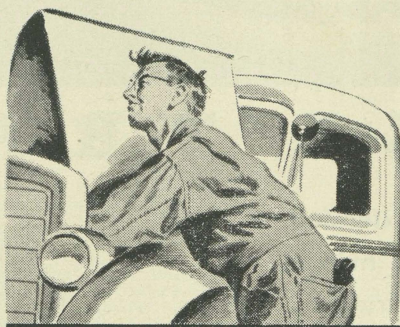
Phone M-1412—626 Twiggs St.

"Me...an Engineer...doing this and liking it!"

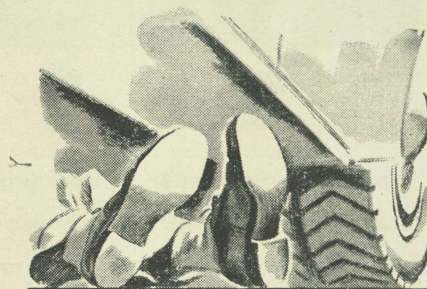
"Ever hear of a design engineer *repairing* the trucks he designs? It happens regularly at Mack—and we wouldn't have it otherwise! Believe me, mister, every time a Mack engineer gets his hands dirty, he's saving your money and your mechanic's time. It's like this..."



1. When a designer gets away from his drawing board and under the hood, he really begins to appreciate the maintenance man's angle. He sees mighty quickly...



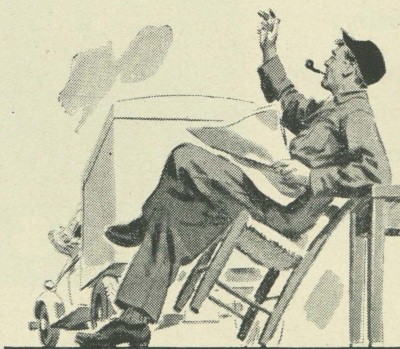
2... why a truck should be designed so that a repair man can reach the parts he wants without spending half a day just getting to them...



3... and he begins to sense that groping for a part under the hood or chassis is a lot different from pointing to it on a blueprint. Well, sir, after a couple of lessons like that...



4... you've got a mighty practical design engineer! We Mack engineers have been through the mill. That's why we're so conscious of the importance of *accessibility* as a maintenance factor.



5. Mack design makes your mechanic's job easier—saves his time and your money—shortens layoffs for repairs. Just one more reason why Mack Trucks *cost less in the end*. Look around—look ahead—buy Mack!



Mack

TRUCKS

FOR EVERY PURPOSE

ONE TON TO FORTY-FIVE TONS

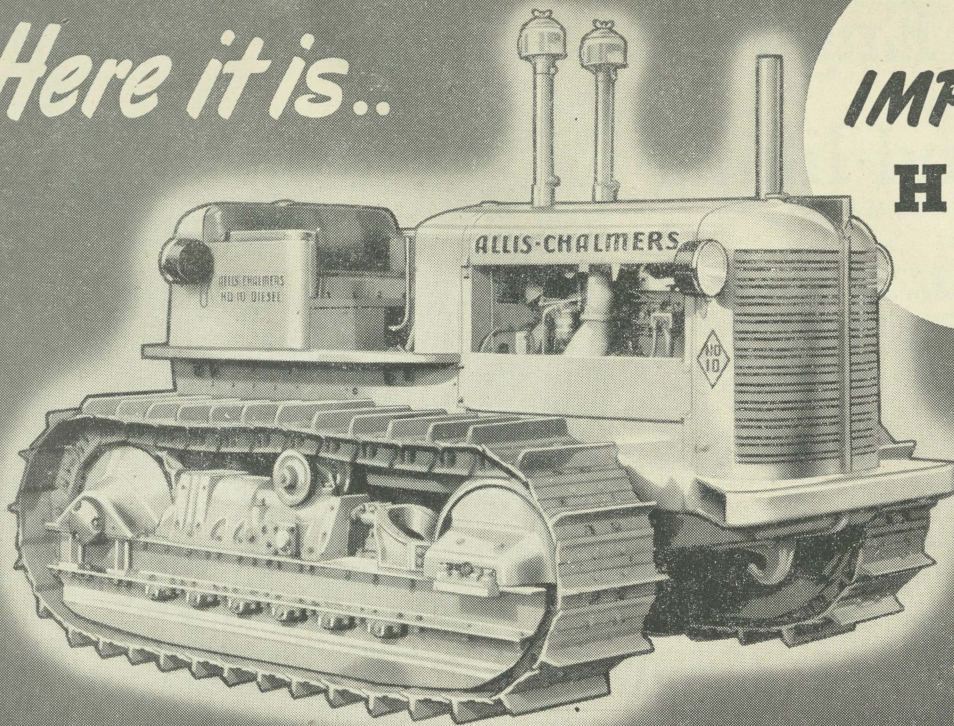
Performance Counts

★ BUY THAT VICTORY BOND TODAY ★

Mack-International Motor Truck Corp., 2203 West Beaver Street, Jacksonville, Fla.; 1712 Platt St., Tampa, Fla. Dealers in principal cities.

Bound 4-24-52

Here it is..



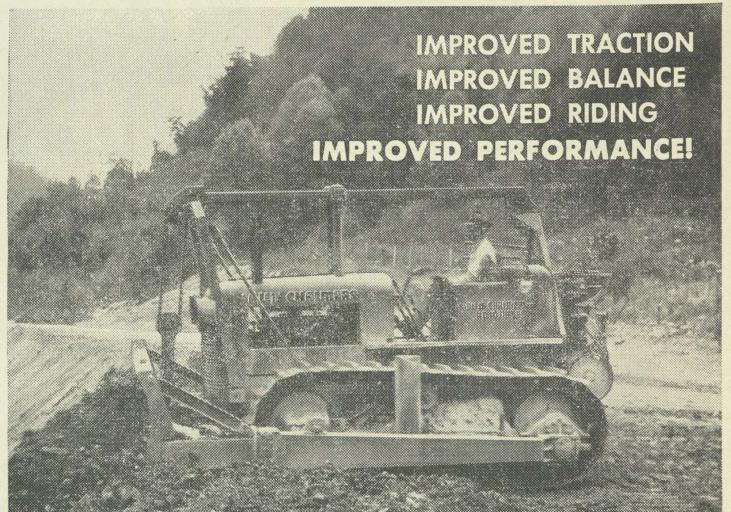
**IMPROVED
HD-10**

Over ten per cent increase in ground contact is gained with longer track... ground pressure reduced. Addition of a truck roller on each track reduces wear and tear. More tractor weight — approximately 860 pounds — assures better all-'round performance.

L · O · N · G · E · R T · R · A · C · K *Gives You*

A better performer than ever with extended track! More track on the ground means greater traction—more grip, more drawbar pull! Cuts scraper loading time, speeds bulldozing and hauling work... insures better footing on every type of soil. Operators will like its smoother, easier riding. Owners will welcome increased work capacity.

More good news... HD-10's are now more readily available to essential users. In case you have to wait temporarily... it will be well worth while waiting for the *improved* HD-10!



**IMPROVED TRACTION
IMPROVED BALANCE
IMPROVED RIDING
IMPROVED PERFORMANCE!**

ALLIS-CHALMERS
TRACTOR DIVISION — MILWAUKEE 1, U. S. A.

Farm & Home Machinery Company, Inc.
Orlando, Florida

Llewellyn Machinery Corporation
Miami, Florida

Seabrook Hardware Company
Tallahassee, Florida

ADVERTISING INDEX

Alfar Creamery Co.	38	Llewellyn Machinery Corporation	4
American Fruit Growers Corporation	7	Lord, E. B. (Red)	34
American Machinery Corporation	44	Magnolia Bar & Officers Club	46
American Welding & Tank Company	50	Markham Brothers & Company	44
Angebilt Hotel	59	Mack-International Motor Truck Corp.	3
Anderson Co., B. G.	59	McCormick & Sons, B. B.	28
Apte Canning Sales Corporation	36	McIntosh, B. D.	62
Armco Drainage & Metal Products, Inc.	44	McLean-Sims Machinery Co.	38
Armstrong Company, Inc., W. H.	50	McRae Service Station	47
Bay Line, The	46	Medlock Tractor Company	58
Ballenger Auto Storage, Inc.	61	Mexican Petroleum Corporation	47
B & C Equipment Company	8	Miami Parts & Spring Co., Inc.	52
Bordo Products Company	34	Miller Machine Company	60
Broward Grain & Supply Co.	56	Mills Rock Company of Miami, Inc.	62
Burford-Toothaker Tractor Co. In. B. Cover		Minneola Growers Packing Company	10
Burgman Tractor-Equipment Co. In. B. Cover		Monroeville Bus Lines	8
Caddell & Jackson	32	Motor Supply & Equipment, Inc.	53
Cash & Carry Lumber Co., Inc.	62	Motor Fuel Carriers, Inc.	50
Churchwell Co., J. H.	43	National Container Corp.	43
Citizens Oil Company Inc.	14	National Trailways Bus System	10
Cleary Bros. Construction Co.	52	New Florida Hotel, The	61
Clewiston Motor Co. In. B. Cover		Noonan Construction Company	56
Clyde C. Pierce Corporation	36	Noling & Church, Inc.	10
Coastal Stages	46	Ogden, M. B.	48
Coats Motor Transfer Company, Inc.	56	Oolite Rock Company	53
Cobb Construction Co., L. J. & W. L.	56	Orange State Groves	60
Cogswell, A. R.	40	Orange Belt Truck & Tractor Co.	58
Consumers Lumber & Veneer Co., Inc.	58	Orlando Fruit & Produce Co., Inc.	55
Crenshaw Bros. Produce Co.	50	Orlando Truck & Welding Service	55
Cumner Lime & Manufacturing Co.	54	Orlando Transit Company	49
Cunningham, U. W.	48	Orlando Citrus Growers Assn.	28
Dew Drop Inn	60	Palms, The	38
Di Giorgio Fruit Corporation	12	Parker Lumber Company	49
Drainage Machinery & Supply Co.	62	Pasco Packing Association	50
Dinkler Hotels	52	Patten Sales Company	53
Dr. P. Phillips Company	32	Peavy-Wilson Lumber Co., Inc.	30
Drew Co., The H. & W. B.	43	Petroleum Carrier Corporation	43
D. Varner's U Drive It, Inc.	55	Peterson, P. J.	49
Eddie Caul's Place	36	Pelican Restaurant	51
Edwards Packing Company	61	Phillips & Company, I. W.	50
Epperson & Company	51	Pine Castle Boat & Construction Co.	58
Eppinger & Russell Co.	40	Polk Packing Association	44
Everglades Fertilizer Company	62	Plymouth Citrus Growers Assn. In F. Cover	
Farm & Home Machinery Co., Inc.	4	Pomona Citrus Packers	43
Fletcher's Restaurant	42	Ponte Vedra Country Club	40
Florence Citrus Growers Assn.	60	Portland Cement Association	42
Florida-Alabama Motor Lines	8	Pounds Motor & Tractor Co.	49
Florida Crushed Stone Company	60	Princess Issena, The	48
Florida Equipment Co. In. F. Cover		Quillian's Concrete	48
Florida Fruit Cannery	14	Quin Se Willa Bar & Nite Club	42
Florida-Georgia Tractor Co. B. Cover		Rand's Enterprises	8
Florida Gravel Company	46	Rayonier, Incorporated	43
Florida Glass Mfg. Co.	42	Respass Engraving Co.	42
Florida Motor Service, Inc.	41	Ridgewood Hotel & Grill	48
Florida Motor Lines	7	R. & R. Liquor Stores	42
Florida Portland Cement Company	10	Rubin Iron Works	41
Florida Power Corporation	6	Safety Cabs, Inc.	43
Florida Power & Light Co.	11	Seaboard Oil Company	41
Fosgate Growers Cooperative	32	Seabrook Hardware Company	32
Ford's Bar & Grill	12	Seabrook Hardware Company	4
Franklin Arms Hotel	53	Sherrill Oil Company	47
Frierson's Electric & Gas Co.	48	Sheraton Plaza, The	48
Ft. Myers Builders Service	52	Sho-Boat Club	49
Gentile Bros. Company	36	Sherman Concrete Pipe Co.	62
General Truck Company	28	Shelley Tractor-Equipment Co. In. B. Cover	
Georgia Stages, Inc.	38	Southern Dairies, Inc., Jacksonville	56
Gilbert System Hotels	41	South Lake Apopka Citrus Growers Assn.	12
Glen Saint Mary Nurseries Co.	34	Southern Dairies, Miami	38
Great Southern Citrus Association	61	Southern Pine Chemical Company	36
Gregg Maxey, Inc.	30	Southeastern Natural Gas Corp.	53
Greynolds Co., Inc., A. O.	28	Spanish Park	38
Gulf Coast Motor Lines Co.	30	Square Deal Fruit Company	59
Gulf Power Company	47	Star Fruit Company	56
Hardaway Contracting Company	46	St. Johns Box Company	60
Hall Construction Company, L. L.	44	St. Charles Hotel	53
Haines City Citrus Growers Assn.	34	Stewart Packing Company	41
Haven Cab Company	36	St. Johns River Line Company	43
Heidrich & Sons, Herman J.	38	Stevens Southern Company	43
Heller Bros. Packing Co.	58	Suddath Moving & Storage Co.	41
Hillsborough Packing Co., Inc.	51	Sunrise Motor Company	52
Hotel Valdez	43	Supper Club, The	59
Hotel Haven	62	Tampa Armature Works	50
Hotel Putnam	59	Tampa Stock Farms Dairy	50
Hoelscher, Joseph Emmett	56	Tampa Creosoted Lumber Products	51
Hotel Marion	54	Taylor Radiator Works, R. H.	51
Hotel Thomas	51	Taylor Parts & Supply Co., Inc.	47
Hotel Floridan	51	Theodore Strawn, Inc.	55
Homer Ett	36	Trade-Winds	56
Hooper Construction Company	10	Valencia Garden	50
Howard Hall Co., Inc.	0	Van Kleck Company	46
Hodney Fruit Packers	59	Walt's Wrecker Service	14
Hollywood Storage & Transfer Co.	53	Waverly Growers Cooperative In. F. Cover	
Humphries Tire & Retreading Co.	52	White House Hotel	54
Huppel, Al	49	Wheeler Fertilizer Company	60
Huck Paint Company, Inc., M. O.	43	Winter Haven Citrus Growers Assn.	44
Jacksonville Kennel Club, Inc.	6	Winter Garden Citrus Growers' Assn.	34
Jacksonville Truck Sales, Inc.	40	Wilson Package Store	38
Joe Williams Restaurant	36	Woodstock Slag Corporation	41
Johnson's Fishing Camp & Boat Livery	49	Wohl & Sons, Louis	50
Johnnie's Bar & Grill	12	Wright & Son, R. H.	14
Johnson, T. K.	7		
Keystone Tourist Court, The	42		
Kowkabany's Liquor Stores	40		
Lamar Hotel	59		
Lakeside Park	30		
Larry's Restaurant	12		
Lakeland-Highlands Cooperative Assn.	61		
Lakeland Terrace Hotel	61		
Leon Bass Saw Mill	60		
Limerock Association of Florida, Inc.	54		

4-LANE HIGHWAYS ONLY SMALL PART OF RURAL SYSTEM

Only 6 percent of the 333,000 miles of primary rural highways in the United States have more than two traffic lanes. In 1943 the country had only 20,879 miles of roads with more than two lanes, and of this mileage, 14,661 were only three lanes which when approaching full capacity can be extremely dangerous.

Where the volume of traffic requires it, primary rural roads of the future should have four lanes. Two lanes of the conventional one lane each way type are not adequate to much of today's traffic requirements, and the three lanes, an attempt to compromise with a limited right-of-way, is condemned by engineers under many conditions as an invitation to highway accidents.

America's mileage in more than two lane highways is limited and much of this is not of a high type surface. Only five States—Kansas, Minnesota, Nebraska, New York and Texas—have in excess of one thousand miles each, and the predominance of this is of the three-lane variety. Deducting the three-lane mileage, Kansas has only 93 miles of four lane or more, Minnesota 253, Nebraska 31, New York 567, and Texas 617.

The Public Roads Administration report for 1943, released this year, shows 5,191 miles of 4-lane highways, 736 miles of 5-lane highways and 291 miles of 6-lane highways in the primary rural highway system. It will be seen that the 4-lane thoroughfares are only .015 per cent of the total mileage. In arriving at this percentage, no consideration is given the 28,932 miles of urban highways which are extensions of the primary rural highways.

Many of the multiple lane highways had surfaces of low type, including soil surface, gravel or stone, bituminous surface-treated, mixed bituminous, bituminous concrete, sheet asphalt and Portland cement concrete, brick, block and dual-type which combines two types of paving. In building the highways of the post-war era, careful studies should be made to determine the economic type of paving, subgrade design and other details to meet the volume and other factors.

The vibrations of a body which is emitting sound can sometimes be felt if the finger touches the surface lightly.

The old New York World gave a report of a political meeting in which the word "shouts" was misprinted in this sentence: "The snouts of 10,000 Democrats rent the air." The word "kodaking" was bungled in an advertisement appearing in a Niagara Falls paper, the help wanted ad reading: "solicitor for liquor license pictures, who has had previous kidnapping experience."

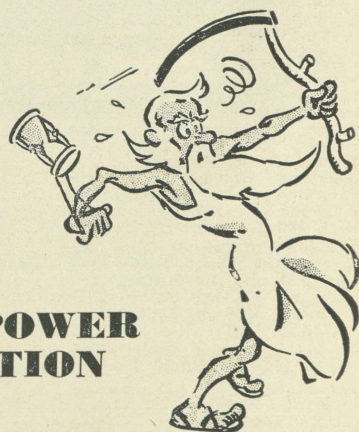
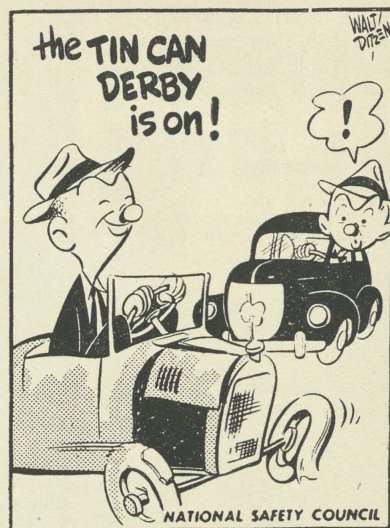
OUR COVER PAGE

The left front leg of large extinct elephant found near Bradenton. Standing by specimen is Mrs. W. C. MacLean, Jr., of the U. S. Geological Survey.

VICTORY BONDS

**... and the
WAR OF NERVES
begin ...**

Safety meetings are being held to dwell on this important problem, and every precautionary measure is being taken to insure no lost time in service, and no lost life as a result of the "Tin Can Derby."



FLORIDA HIGHWAYS

T. K. JOHNSON
SAN JUAN GARAGE
ORLANDO

CADILLAC

Sales — Service — Storage



**AMERICAN FRUIT GROWERS
 CORPORATION**



GROWERS - SHIPPERS

Distributors of

**Citrus Fruits and
 Vegetables**



**Maitland - South Miami - Wabasso
 Sanford - Belle Glade
 Florida**



THE ROAD IS CLEAR AGAIN!

***New Time-Saving Schedules
 Give Faster, Better Service***

MANY long-planned improvements are being made . . . and one of the first is a return to normal running time for the big red and silver buses. New time-saving schedules will get you to your destination earlier—to nearby towns or across the continent. You'll have more room and comfort, too, for this stepped-up service will mean more trips daily, more seats available.

And Florida Motor Lines has other important plans for giving you finer highway travel accommodations—luxurious new buses . . . modern terminals and expense-paid tours for greater pleasure at the same low cost. They'll be part of your travel plans pretty soon!

**WATCH THE NEWSPAPERS OR ASK THE
 FLORIDA MOTOR LINES AGENT ABOUT
 CHANGES IN THE DEPARTURE TIMES and
 OTHER IMPROVEMENTS.**

FLORIDA MOTOR LINES

Florida-Alabama Motor Lines

GENERAL OFFICES

Columbus, Ga. Troy, Ala. Andalusia, Ala.
Whiting Field, Fla. Pensacola, Fla.

J. R. Crow, Prop.

Monroeville Bus Lines

MONROEVILLE, ALABAMA

RAND'S ENTERPRISES

16 East Romana St.

PENSACOLA, FLORIDA

Dial 2107

Rand's Bus Terminal—Pensacola's most modern terminal, serving Eglin Field and all Pensacola Naval Air fields. Lines to Mobile, Troy, Andalusia, Columbus, Ga., with connections to all points.

Comfortable lounging rooms, designed particularly for comfort of Army and Navy personnel, open 24 hours a day.

Excellent restaurant serving good food at reasonable prices, operated in connection with the terminal.

HERTZ
DRIVURSELF
DIAL 6262

STORAGE
DIAL 6262

RAND'S
TAXI
DIAL 5121

SERVICE
STATION
DIAL 6262

Bus, Truck & Trailer Equipment

Superior Buses Nabors Trailers Hercules Dump

School Buses
Adult Passenger Buses

Vans—Flats
Low Bed Machinery Type
Tandem Axles for all
Trailers

Bodies

Thornton Tandem Conversions for all Trucks

Eaton 2-Speed Axles Watson Transmissions

Truck Rims 5th Wheels Booster Brakes

Safety Gas Tanks

B & C Equipment Company

1839 Main Street

Phone 5-5501

Jacksonville 6, Fla.

FLORIDA HIGHWAYS

Official Publication of

**State Road Department of Florida—Florida Highway Patrol
Association of County Commissioners—Florida Trucking Association, Inc.**

Authorized medium of Motor Vehicle Division and other State departments.

VOLUME 14

DECEMBER 1945



NUMBER 1

JOHN KILGORE, Tallahassee

Editor

J. E. ROBINSON, Winter Garden

Publisher

CONTENTS

Advertisers' Index	5
Florida Fourth Estate	13-46
Editorial—An Important State Asset Sadly Neglected	15
Florida Geological Survey of the Florida Board of Conservation	16
New Appointees	27
Citrus Growers Warned	29-47
County Activities and Personalities	31-46
It Happened in Florida	33-48
1945 Legislatures Lay Foundation For Highway Transportation Progress	35-40
Florida State Improvement Commission Makes First Report	37
Minutes of State Road Department Meeting in Ocala	57

A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879.

Notice of change of address should be given to Florida Highways, Winter Garden, Florida, two weeks in advance of the date of publication of the next issue.

Address all correspondence to Florida Highways—not to individuals.

State Officers

Millard F. Caldwell, Governor.....Tallahassee
R. A. Gray, Secretary of State.....Tallahassee
Jas. M. Lee, Comptroller.....Tallahassee
Nathan Mayo.....Tallahassee
Commissioner of Agriculture
Colin English.....Tallahassee
Superintendent of Public Instruction
J. Tom Watson.....Tallahassee
Attorney General
J. Edwin Larson.....Tallahassee
State Treasurer

Florida Association of County Commissioners

S. C. Fox, President.....Pompano
Earl Simmons, 1st V. Pres.....Plant City
A. A. Poston, Secy.-Treas.....West Palm Beach

Florida Trucking Association, Inc.

Joseph F. Smalley, President.....Tampa
James Morton, Senior V. Pres.....Waverly
Quinn R. Barton, Secy.-Treas.....Jacksonville
C. A. Gertner, Exec. Secy.....Jacksonville

VICE PRESIDENT AND CHAIRMEN

Sidney Allen, Tampa; S. O. Chase, Jr., Sanford; L. W. Holstun, Ocala; G. W. McCoy, Tampa; Sam Millner, Jacksonville; M. N. Rose, Jacksonville; J. A. Ryder, Miami; F. R. Kennelly, Jacksonville.

American Road Builders Association

FLORIDA SECTION

Carl G. Rose, Chairman.....Ocala
William Day, Vice Chairman.....Orlando
W. R. Nelson, Acting Sec. & Treas.....Ocala

EXECUTIVE COMMITTEE

George L. Hodges, Chairman, Jacksonville;
S. B. Brinson, Tampa; Dan Cleary, West Palm Beach; John C. Dickerson, Lakeland;
J. E. Dodson, Miami; J. D. Manly, Leesburg; L. B. McLeod, Orlando; C. C. Moore, Panama City; Chas. W. Smith, Pensacola.

State Chamber of Commerce

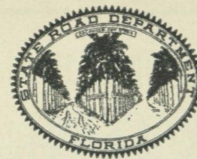
W. C. Sherman, President.....Panama City
Harold Colee.....Jacksonville
Vice President and General Manager
J. D. Ingraham, Treasurer.....Jacksonville
Wm. L. Wilson.....Jacksonville
Corporate Secretary

VICE PRESIDENTS AT LARGE

Ed. R. Bentley, Lakeland; Leonard K. Thomson, Miami; N. P. Yowell, Orlando.

DISTRICT VICE PRESIDENTS

Hunter Brown, Pensacola; Bayard S. Cook, St. Petersburg; T. F. Fleming, Ft. Lauderdale; M. M. Parrish, Jacksonville; J. H. Therrell, Ocala.



State Road Department

F. Elgin Bayless, Chairman.....Tallahassee
Courtney W. Campbell, Member.....Clearwater
S. Kendrick Guernsey, Member.....Jacksonville
H. B. Fultz, Member.....Miami
Robert T. Carleton, Member.....Orlando
J. Robert McClure, Secretary.....Tallahassee
W. M. Wainwright, Auditor.....Tallahassee
Calvin Johnson, Attorney.....Tampa

ENGINEERING DIVISION

H. P. Coloney.....Tallahassee
State Highway Engineer
J. H. Dowling.....Tallahassee
Consulting Engineer
L. K. Cannon.....Tallahassee
Assistant Highway Engineer
W. A. Kratzert, Maintenance.....Tallahassee
E. S. Fraser, Bridges.....Tallahassee
C. P. Datson, Plans and Surveys.....Tallahassee
Charles Hopkins.....Tallahassee

Federal Aid Engineer

H. C. Weathers, Tests.....Gainesville
W. M. Parker.....Tallahassee

Research and Records

C. J. DeCamps, Right-of-Ways.....Tallahassee

DIVISION ENGINEERS

FIRST DIVISION

J. W. Allen.....Bartow
R. C. Bannerman, Jr., Assistant.....Bartow

SECOND DIVISION

John R. Slade.....Lake City
Jas. A. Winfield, Assistant.....Lake City

THIRD DIVISION

H. H. McCallum.....Chipley
J. P. Herndon, Assistant.....Chipley

FOURTH DIVISION

N. S. Emery.....Ft. Lauderdale
J. M. Watson, Assistant.....Ft. Lauderdale

FIFTH DIVISION

N. L. Bryan, Jr.....DeLand
C. E. Burleson, Assistant.....DeLand



Department of Public Safety

DRIVERS' LICENSE DIVISION

HIGHWAY PATROL DIVISION

H. Neil Kirkman, Director.....Tallahassee
Capt. Olin Hill, Exec. Officer.....Tallahassee
Leo Foster, Attorney.....Tallahassee

NORTHERN DIVISION

Capt. Fitzhugh Lee, Commander
Highway Patrol Office.....Lake City
Lieut. Clyde Carlan, Dist. Commander
Highway Patrol Office.....Chipley

CENTRAL DIVISION

Capt. H. C. Martin, Commander
Highway Patrol Office.....Bartow
Lieut. J. G. Gallop, Dist. Commander
Highway Patrol Office.....DeLand

SOUTHERN DIVISION

Capt. Stuart A. Senneff, Commander
Highway Patrol Office.....Ft. Lauderdale
Lieut. Tobe A. Bass, Dist. Commander
Highway Patrol Office.....Ft. Myers
Lieut. Mack G. Britt
Highway Patrol Office.....West Palm Beach

MINNEOLA GROWERS PACKING COMPANY

MINNEOLA, FLORIDA

Packers and Shippers of
YELLOW ROSE LAKE LURE
TRADING POST

SELECTED CITRUS
CAREFULLY GRADED

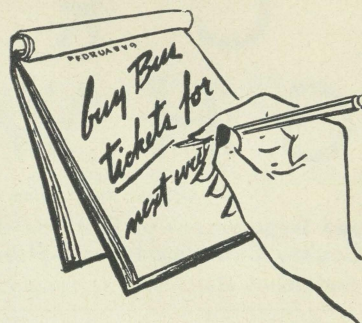


NOLING & CHURCH, INC.

MINNEOLA, FLORIDA

Experts In
DEVELOPMENT AND CULTIVATION
OF CITRUS GROVES

"Ask Any Owner Whose Grove We Service"



Plan Ahead . . .

Plan your next trip well in advance and let your Trailways agent tell you the least crowded schedules and best days to travel.

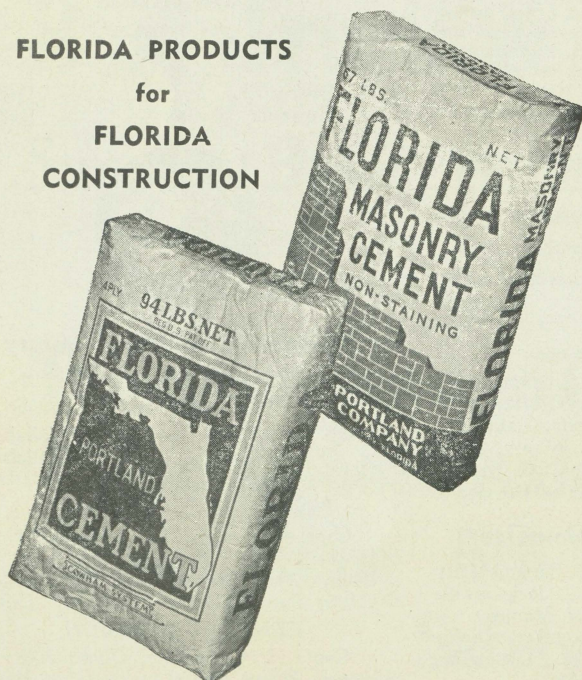
TAMiami TRAIL TOURS, INC.

Tampa, Florida

Fastest Direct Route Via Florida West Coast



FLORIDA PRODUCTS
for
FLORIDA
CONSTRUCTION



FLORIDA CEMENT  **PORTLAND COMPANY**

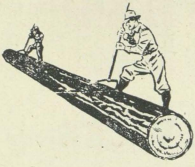
HOOPER CONSTRUCTION COMPANY



1125 Kings Avenue

JACKSONVILLE, FLORIDA

HOW MANY JOBS HAS A FLORIDA PINE? . . .



. . . Hundreds of industrial uses have been found for this most versatile tree and the book is not yet closed. Science is discovering new and important ways to turn Florida pine into useful products.

THE TREE THAT OFFERS A GREAT FUTURE FOR FLORIDA!



Florida has 26,000,000 acres of forest land, most of it suitable for pine. Properly developed, Florida pine should form the foundation of a golden prosperity as it contributes to Florida's industrial empire.

. . . and NOW, EVEN SAWDUST HEAPS BUILD PROFITABLE INDUSTRIES!

WOOD BECOMES SUPER-WOOD IN LAMINATES AND PLYWOOD

Revolutionary methods, perfected in wartime, are now available for production of postwar civilian goods. New types of plywood are fire and water-proof and when metal surfaced and backed, are as tough and shock-resistant as armor plate. It has a greater versatility and worth than actual solid wood. Its uses are manifold. Just as sensational is the development of laminated woods, just as widespread its uses . . . and Florida pine is ideal for both plywoods and laminates.

And now sawdust, and other scrap material converted into sawdust, can be commercially profitable. Machines

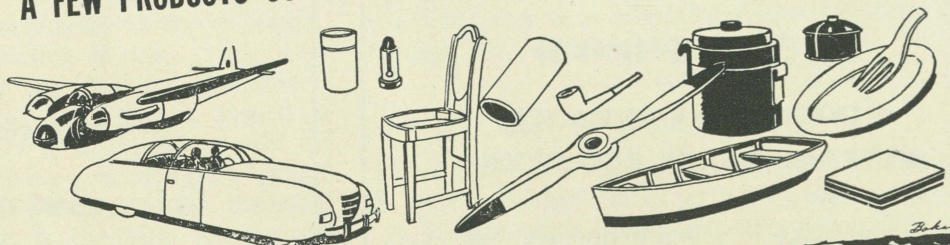
now in operation convert the sawdust into briquettes for fuel and into other industrial products.

Florida pine, long a source of wealth in the lumber industry, is vastly more valuable now. Our investigations indicate profit possibilities exist in Florida in laminating wood and plywood production, as well as in conversion of sawdust and waste into commercial products. Abstracts on new products from Florida wood, especially prepared for us by the Research Division of the Florida State Chamber of Commerce, are available from any Florida Power & Light Company manager.

FLORIDA POWER & LIGHT COMPANY



A FEW PRODUCTS CONSTRUCTED OF LAMINATED WOOD and PLYWOOD



**DI GIORGIO FRUIT
CORPORATION**



Formerly
**International Fruit
Corporation**



WINTER HAVEN, FLORIDA

**South Lake Apopka
Citrus Growers
Association**

OAKLAND, FLORIDA

Telephone 61

Winter Garden

Brands:

Fellowship - South Lake

WHEN IN LIVE OAK VISIT

Johnnie's Bar and Grill

**Fine Food, Steaks a
Specialty**



**FORD'S BAR, GRILL
and COCKTAIL LOUNGE**

On State Highway 90 West of Town

FINE FOOD

**WINE, DINE AND DANCE
VINTAGE WINES AND BEER**

A fine place to spend a fine evening

Larry's Restaurant

At The Naval Air Station

Dine and Dance

Western Meats

Vintage Wines and Beer

Larry Meeker, Owner-Mgr.

JACKSONVILLE, FLORIDA



FLORIDA FOURTH ESTATE

What Will Pensacola Do?

IT IS GENERALLY agreed that small industries and the summer tourist trade should be two of the main factors in Pensacola's development. This was the decision of the municipal advertising board when it arranged its advertising program. But because tourist facilities are limited, the campaign is concentrated at present on attraction of small industries.

Now, the advertising has brought in more than 100 inquiries from persons who appear seriously interested in small plants, some possible one-man plants, in Pensacola. Some score of these appear to be very good prospects.

But the advertising board is up against it in locating these proposed plants, just as it would be hard put to it for tourist accommodations.

Inquirers want to know if sites are available and what is the cost, what floor space can be obtained in existing buildings and at what rental, are there buildings which can be remodeled to meet their needs, are owners of property interested in putting up new buildings for rental, what facilities are available, etc. Moreover residential housing must be obtained by the newcomers.

This is concrete information which any potential investor must have. It must be supplied. The only way to obtain it is from the property owners themselves.

Therefore, the municipal advertising board director has called a meeting of real estate agents and of property owners for the purpose of finding out just what Pensacola has to offer and for how much.

It appears that small industry wants to come here, but what is Pensacola going to do to help it get located?

That is the big question and it must be answered satisfactorily if the municipal advertising board's promotion program is to bring concrete results.—Pensacola News.

Federation Committee to Study Assessments

THE HILLSBOROUGH County Teachers' Federation has appointed a committee to study county property valuations to determine if they are in line with the spirit and letter of the Holland tax laws.

The committee's work will be difficult, but it is certainly worthwhile. Rallying to its aid should be the county budget board which has officially called attention to low valuations here; county commissioners, who have the power to overrule the county tax assessor on his tax roll each year; county school board and district school trustees, Parent-Teacher As-

sociations, taxpayer associations, and business and civic interests which know that the local tax situation is inadequate but have done nothing to correct it.

The schools of the county will be the first to lose if the local tax structure breaks down again, as it is sure to do if assessments are continued too low on homesteads, grove and other properties, while mill-ages on business and rental property continue to climb. The federation has recognized this danger in setting up the committee.

The work the committee proposes to do has been needed in the county ever since the Holland laws were passed in 1941. The facts which it can present might lead to an end of "one man's opinion" in the assessment of property here, and the beginning of fair and equitable assessments in conformity with the law.—Tampa Daily Times.

A Seminar in Lawmaking

THE STUDENTS at OHS plan to join with students from other high schools in the four Southeastern States in holding an educative session of the legislature at Tallahassee, with the cooperation of the speaker, the president of the senate, the governor and others.

The students will organize the body according to the usual procedure and students will occupy every legislative office and function, in order that by actual rehearsal they may better understand how a legislature works.

It is familiarly called a "mock" session, but the mockery will be serious and not burlesque, a faithful adherence to the legislative routine, which will be as real as any official session, except that the acts will never become law.

This is the kind of laboratory experience which will greatly heighten the student's interest in and understanding of government and perhaps inculcate a desire not only to comprehend the legislative machinery but eventually to improve it.

We don't know whether there will be lobbies or not, but they might be useful in demonstrating how issues can become confused through special pleadings and legislators misled into an oblique view of public questions and thus sometimes plunged into unsound lawmaking.—Orlando Morning Sentinel.

Opening Campaign With Both Barrels

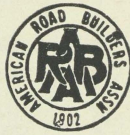
THE FLORIDA State Advertising Commission wisely has decided not to put all its eggs in one basket.

A Nation-wide promotion campaign will open in January with advertisements in more than 40 metropolitan newspapers, which (Continued on page 46)

R. H. WRIGHT & SON

GENERAL CONTRACTORS

GRADING & DRAINAGE



ALL TYPES OF PAVING

FORT LAUDERDALE, FLORIDA

GENERAL REPAIR, PAINT and BODY WORK

WALT'S WRECKER SERVICE

3849 West Beaver Street

JACKSONVILLE, FLORIDA

7-4976

—

PHONE

—

3-9438

CHRISTMAS

GREETINGS

Florida Fruit Canners

DIVISION OF L. MAXCY, INC.

Packers of Famous **Silver Nip** Grapefruit Juice

HEADQUARTERS
FROSTPROOF FLORIDA U.S.A.

CITIZENS OIL COMPANY INC.

Wholesale and Retail

PETROLEUM PRODUCTS

TALLAHASSEE

P. O. Box 349

FLORIDA

EDITORIALS

AN IMPORTANT STATE ASSET SADLY NEGLECTED

THE MUSEUM, collections and displays of the State Geological Survey are highly useful in their present size and arrangement but they could be much more useful if adequately housed and provided for to realize their full potential value.

In the museum are absorbingly interesting fossils and artifacts, collections of Florida minerals and many valuable records. An oil company geologist can find the survey collection and make use of it in his studies. The casual visitor to the State Capitol is not likely to know of its existence.

The museum is housed in space at the Florida State College for Women. This space is not located so as to be easily available to the public. It is far too small. Many valuable collections cannot be displayed to advantage.

The value of such a museum and collection may not be obvious to every casual observer. That value, however, is great.

Here are some of the ways in which an adequately housed and properly displayed museum would prove of real benefit to the people of Florida:

Educational—Knowledge of one's State, its history, background and products is a real asset. The Capitol is visited frequently by adults from other Florida communities who come here on business and by many thousands of tourists. Groups of young people also come to the Capitol at frequent intervals. Visits to a State museum would increase the knowledge and interest of the adults and would be of real educational value to the young people in that it would give them an intimate, first-hand picture of Florida's natural history.

Commercial—An adequate State museum of high interest would add one more attraction to draw tourists out into and around the State. Motoring tourists contribute more than any others to the commerce of Florida because they spend money for gasoline, oil and motor repairs in addition to the things that other tourists buy. As we encourage them to travel about, planning their tours to include the spots of interest, we build up the economy of the entire State to the advantage of all. In addition to this factor, a visit to such a museum would stimulate the tourist's interest in Florida and its various localities and would give them additional things to talk about to their neighbors and friends on their return home.

Industrial—Much use has been made of the survey's records and collections by industrialists and explorers for oil. At the survey headquarters samples of earths, minerals and fossils may be studied by experts in search of raw materials adapted to various types of manufacture. Here too may be seen finished products made from various Florida clays and minerals. Space is needed to enlarge this service.

Public Service—The survey has made extensive studies of Florida's water supply and has valuable records including well cores and other geological data of great value to municipal, agricultural and industrial users of large quantities of water. Florida's water supply poses a problem of vital concern to the people of the State and nowhere else has been assembled in one place the scientific information needed for its solution on a local area or State-wide basis.

Promotional—There are now in the museum a number of interesting feature stories of wide interest. Publication of such stories in newspapers and magazines in the State and throughout the Nation would be valuable publicity for Florida. The pictures in this issue of Florida Highways Magazine are not truly representative of the potentialities for illustrations for newspaper and magazine articles. The most spectacular exhibit in the museum is a complete mounted mastodon skeleton with huge tusks. It was not feasible to make a photograph of that subject for this issue because the mounted skeleton is so crowded in by other exhibits that the photographer could not arrange to bring it in the range of his camera lens. More suitable display of this specimen would enable photographers to take pictures of it from various angles and in connection with groupings of visitors; a photograph of a prominent visitor from a Northern city with the mastodon skeleton in the background would almost certainly be published in his home city and perhaps in several cities, thus giving the State valuable publicity at insignificant cost. A feature article on the phosphate industry might include pictures and descriptions of the shark teeth and other fossils found in pebble phosphate beds; illustrations for such an article might include pictures of fossils and reproductions of the prehistoric animal life existing in Florida at the time these beds were laid down. In this connection it may be pointed out that a large oil company has capitalized heavily on pictures of the prehistoric animals living in the age when the oil pools were being formed. Other feature articles could be prepared entirely or largely from the data available at the survey on Florida clays, rare minerals, corals, shells, semiprecious stones, Indian and Spanish culture, and products fashioned from Florida materials.

In any one of the ways enumerated above Florida would realize a handsome profit on the adequate housing of a well-displayed museum and collection. The material already on hand is sufficient to serve the purpose if given more suitable and larger quarters. It should, of course, be increased.

The Geological Survey might be housed in a museum building in the Capitol Center. It could be combined with a museum of historical objects. Both could be combined with the State Library. In any event, the survey needs more space and better facilities for serving the people of Florida.

The Florida Geological Survey

By Dr. Herman Gunter,
Director

of the Florida State Board of Conservation

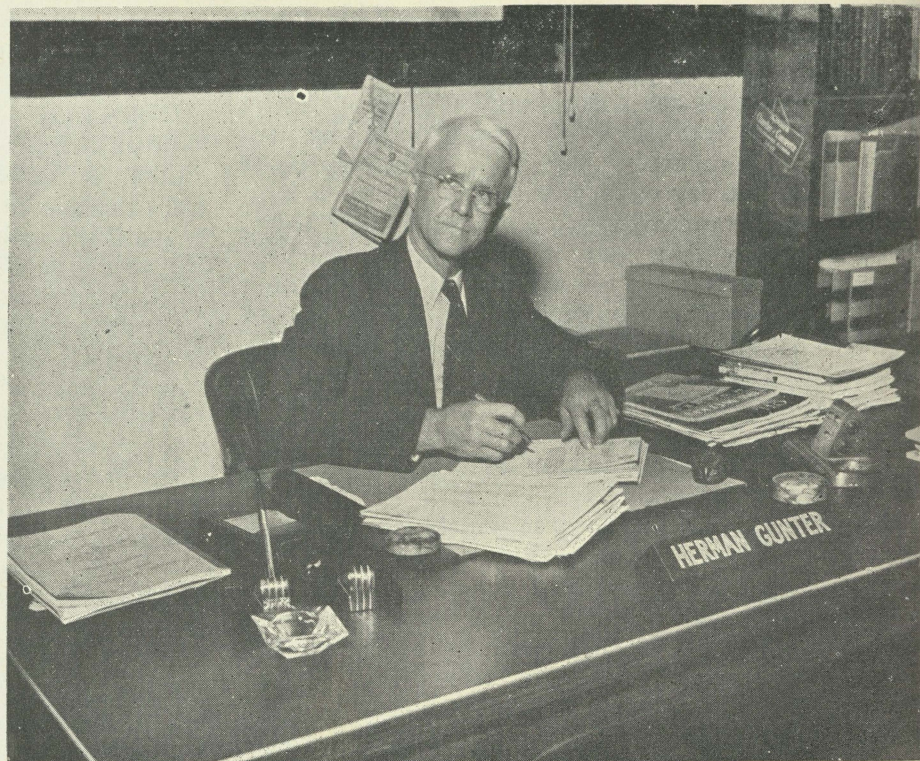
Thanks to Dr. John H. Davis of the Florida Geological Survey and Forrest F. Granger, Tallahassee photographer, who deserve much of the credit for compiling material used in this issue. All photographs, except the one of State Landscape Architect A. D. Taylor, were made by Mr. Granger.

THE FLORIDA Geological Survey, in addition to its business office, library, well-sample laboratory and invaluable records, has a very interesting museum that is not as well known as it should be. The survey is housed in well appointed quarters in the old lower dining hall on the campus of the Florida State College for Women, but much additional space is needed for its work and the proper display of museum objects.

This organization has collected during its 38 years a number of interesting fossil animals, some Indian relics, most of the rocks, minerals and earths of the State, and the products of Florida's mineral industries. Some of these materials are prepared in attractive displays and form one of the finest small museums in the State. Enough of the natural history of Florida has been collected to stock a much larger museum. The present collection should, therefore, be the nucleus of a much larger Museum of Natural History so much needed to creditably display Florida's rich history and varied resources.

This small museum is even now serving the useful educational purpose of teaching our citizens much of Florida's natural resources and geological history. When it is expanded and more adequately housed, it can be made similar to the National Museum and should be the feature of the capitol. Plans for such a Natural Resources Building are now being made as an integral part of the Capitol Center.

Besides the museum collections and displays, this survey has ac-



Dr. Herman Gunter, director Florida Geological Survey.

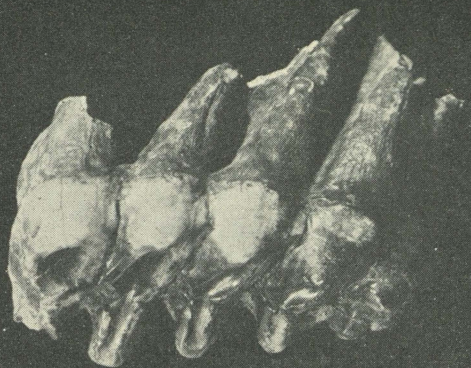
cumulated a great number of samples from over a thousand wells that have been drilled in Florida. From these and the collection of many minerals and fossils, most of which are not on display, the subsurface and surface geology, water supply, mineral resources, and other features of Florida have been learned. The survey has also accumulated a fine small library of books and periodicals dealing with geology and other aspects of natural history. Many maps showing numerous features of Florida are also filed in this library.

Although these fossil, mineral, rock, and well-sample collections, books, and maps are primarily for the work of the staff and visiting geologists, they are also for the information and education of the public. The following brief descriptions of the facilities of the Florida Geological Survey are giv-

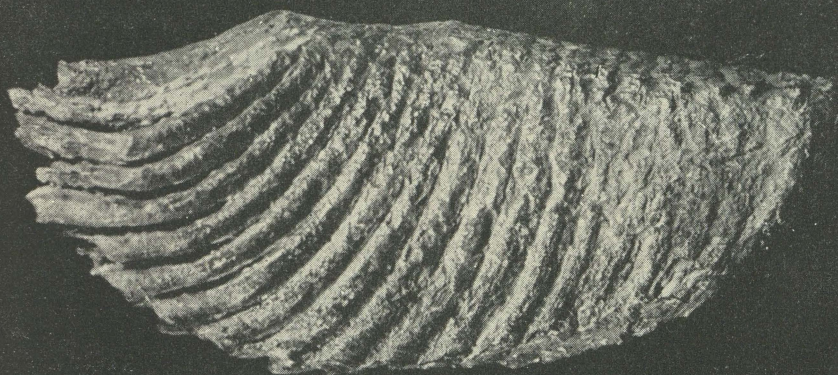
en to better acquaint the public with those things available for its use. Inspection of the museum and library and the use of facilities in the offices are encouraged because this survey is a public institution. Even though many phases of its work are technical, there is much to be found here that is attractive and informing to most people.

Florida's Prehistoric Animals

The skeletons and other remains of the larger vertebrate animals attract the most attention. There is mounted an almost complete skeleton of a mastodon which was recovered from Wakulla Spring. This animal was kin to an elephant, but the specimen is not so tall as the Indian elephant. There is, however, a left front leg of a very large ancient elephant obtained from near Bradenton which measures over eleven feet and the animal was probably fourteen feet tall.



MASTODON TOOTH — PLEISTOCENE



ELEPHANT TOOTH — PLEISTOCENE

Teeth from elephant-like animals that once roamed Florida. The mastodon had teeth for browsing and the elephant had teeth for grazing.

These pachyderm and proboscidean animals lived during the glacial ages when the northern parts of the United States were intermittently covered with ice. Although there is no absolute indication they occurred when man appeared on this continent, certain scientists think that in Florida some of these elephants were contemporary with the ancient Vero Man, our oldest Florida citizen.

Many other mammals also lived in Florida among which were the ancestors of the horse, rhinoceros, camel, bison, tapir, giant beaver, giant sloth, and the saber tooth tiger. The early horse, rhinoceros, camel, tapir, and giant sloth probably all disappeared from North America before the advent of man. The abundant remains of such animals in Florida testify to the great variety of the mammals of the past

which roamed the State.

The history of the horse illustrates the evolution of one of these animals. By stages the old three-toed horse of small size and with teeth for browsing slowly changed to the one-toed, large horse with teeth used for grazing. All these stages of development have been found in Florida. Other familiar land mammals developed similarly in Florida and numerous stages of their evolution have been found. The conditions that brought about the final disappearance of these animals are still uncertain.

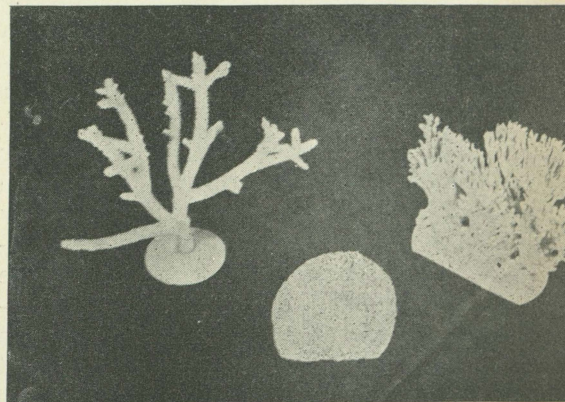
Other animals on display or in storage are less spectacular, but none the less important to geologists in their understanding of the past. Among these are the invertebrate, or shell animals, corals, and the small, usually microscopic, foraminifera. In collecting rocks, min-

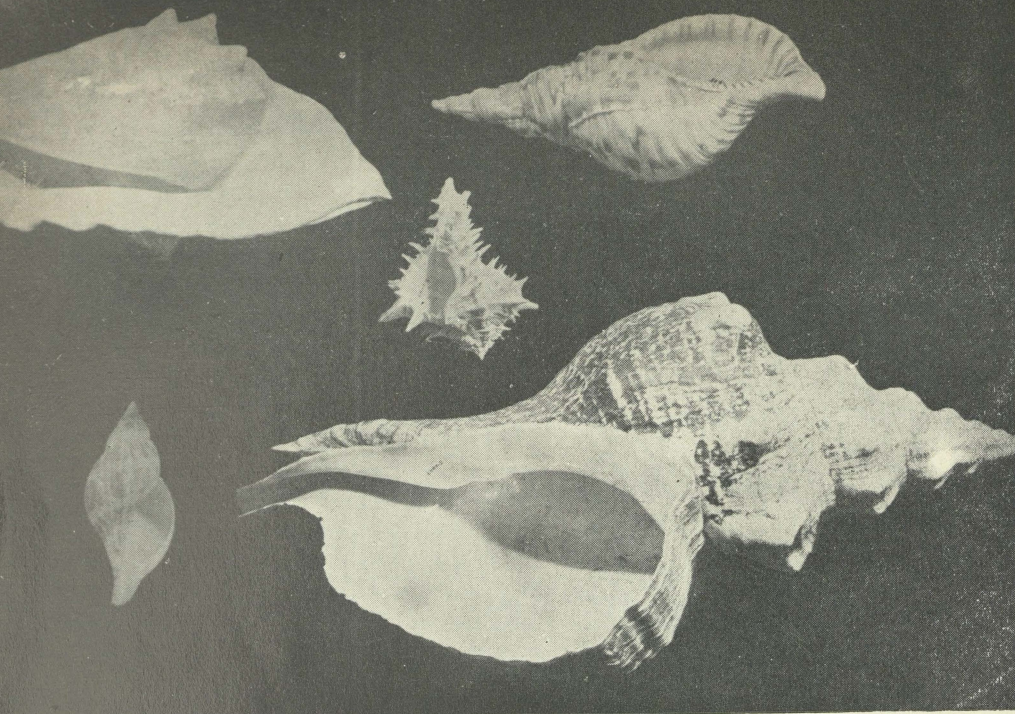
erals, and other materials for determining the ages of the past these smaller animals are often much more important than larger vertebrates because there were many more of them and their remains are better preserved.

For instance, many thousand species of shells have been collected and are stored in this museum because they are useful for identifying the age of the rock or marl strata, but, due to lack of space, only a few are exhibited. Some of the smaller shells form the famous coquina rock of Florida, and shell animals were used so abundantly by some pre-Seminole Indians of Florida that large refuse mounds of shells occur near the coasts in many parts of the State. (Shells are so abundant in some places that they have been used for road surfacing.) In fact, Florida is famous for both its fossil shells and its modern shells, and large collections of both have been made. Many shops sell ornamental and collectors' shells.

The collection of foraminifera is large, containing over three hundred species carefully mounted on slides, catalogued, and conveniently filed for ready reference. They are currently being used mainly by petroleum geologists to aid them in the identification of the strata encountered in many wells now being drilled in Florida. The foraminifera have been so intensively studied that they are now considered more important to geologists than the larger, more impressive fossils, and this collection is becoming more and more representative and increasingly valuable, both in its use in the laboratory and in

Corals and bryozoa (moss animals) found in coral reefs, abundant in southern Florida.





Some of the many recent sea shells found in Florida. Hundreds of similar shells are used for identification of rock strata.

and elephant teeth the difference between the browsing teeth of the mastodon and the grazing teeth of the elephant are shown. Other tooth characteristics indicate whether or not the animal was either herbivorous, plant eaters, or carnivorous, flesh eaters. The foot and leg bones often show the mode of locomotion, such as running, or walking. The fossil skeletons are, therefore, more than just dead things because they can be used to tell us how the animal lived.

Archaeology

Man was also one of these ancient animals and the history of his past can be inferred, not only from the skeletal remains, but also the implements, weapons, and utensils he used, and the animals with which he associated. The story of ancient man and his habits is the science of archaeology.

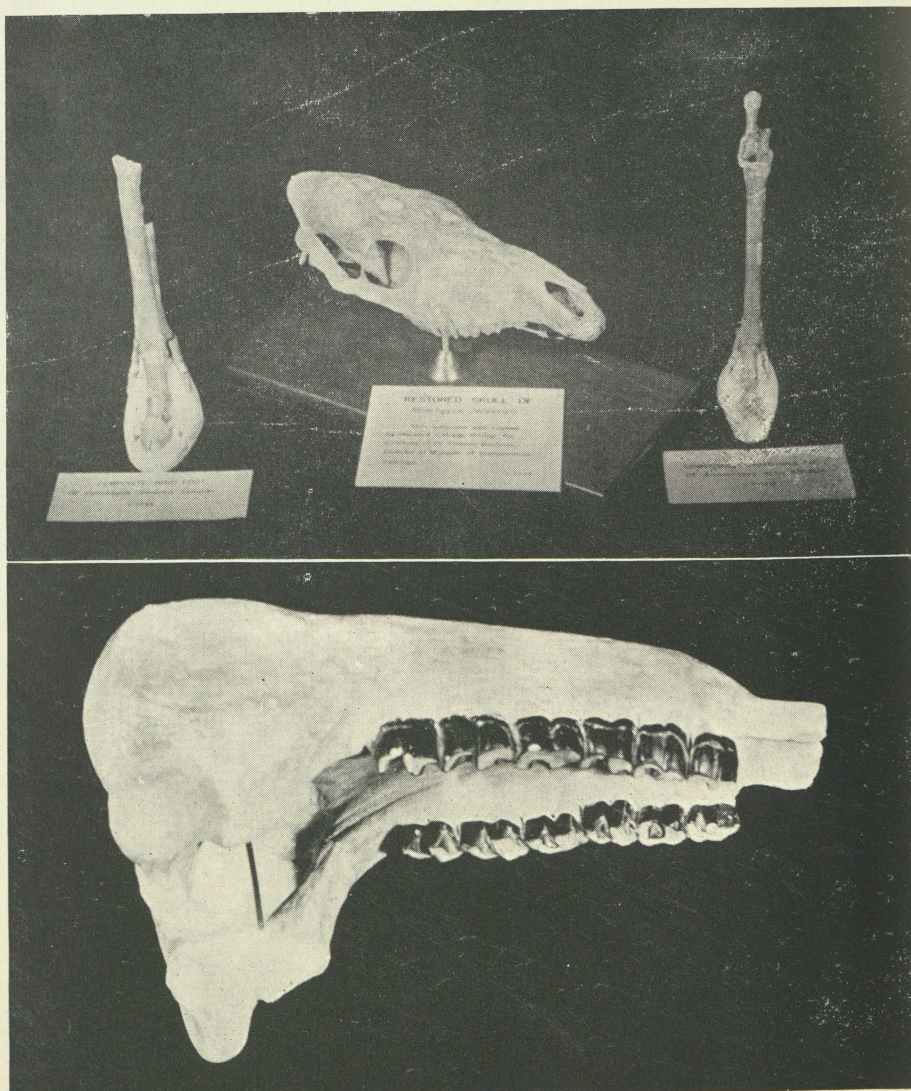
Human remains, together with

the publications of the survey. In many of the samples taken from wells the foraminifera are the main means of identifying the age of the rock strata. The specialists who study these small fossil animals are known as micro-paleontologists.

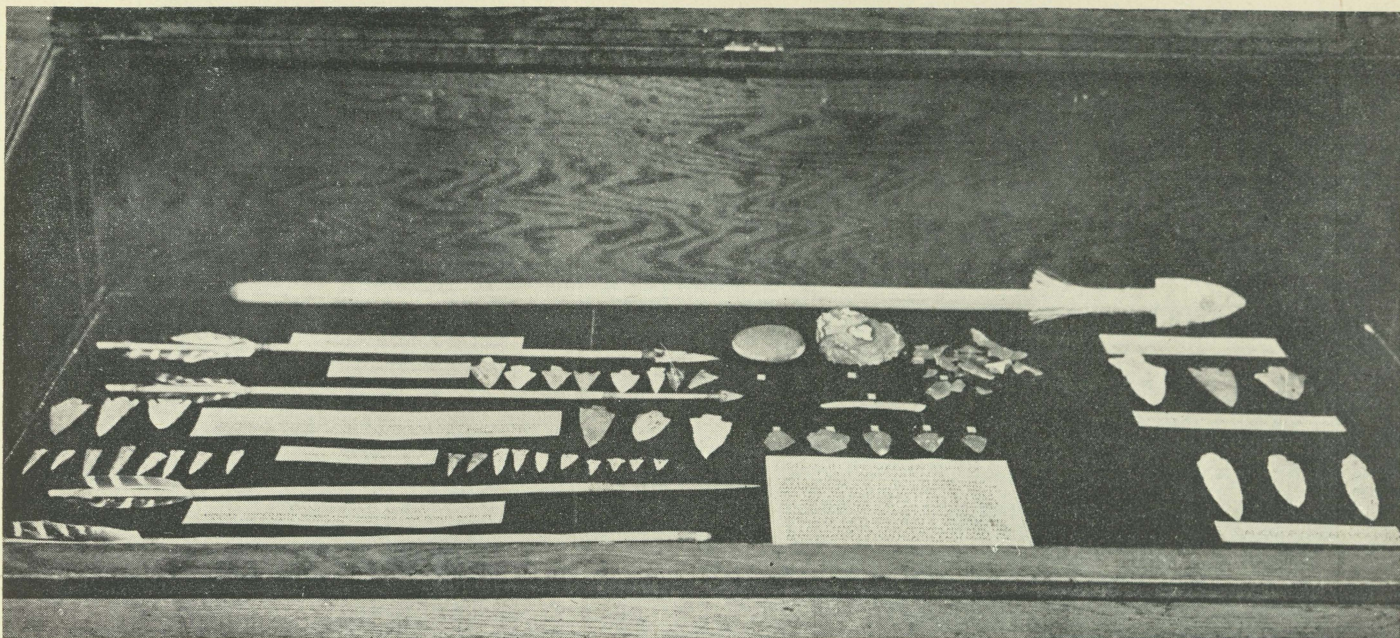
Some modern animals, such as the black fish or small whale and manatee, are also on display. Many other fossils and modern animals have been mounted and, when room is provided, a good exhibit of past and present animals can be displayed.

The conditions for the preservation of animal remains, and a few plants, have been so favorable in Florida that this museum's collection of prehistoric life has so far only scratched the surface, literally and figuratively. Future mining, and other excavation will continue to uncover more and more life of the past, and much that has been uncovered has not been properly saved or displayed. This survey hopes that the people of Florida will give more aid in making future collections, and in seeing that the director is notified of all unusual discoveries of early animals or man. By this means, the future museum may be more adequately stocked. To aid this work, the collector should know that teeth alone are often the best means of identification of many vertebrates. Some persons have seen the abundant teeth of sharks recovered from

phosphate mining pits. In the accompanying picture of mastodon



The early three-toed horse that once lived in Florida. This specimen was found at Thomas Farm in Gilchrist County. Lower jaw of rhinoceros that once roamed Florida.



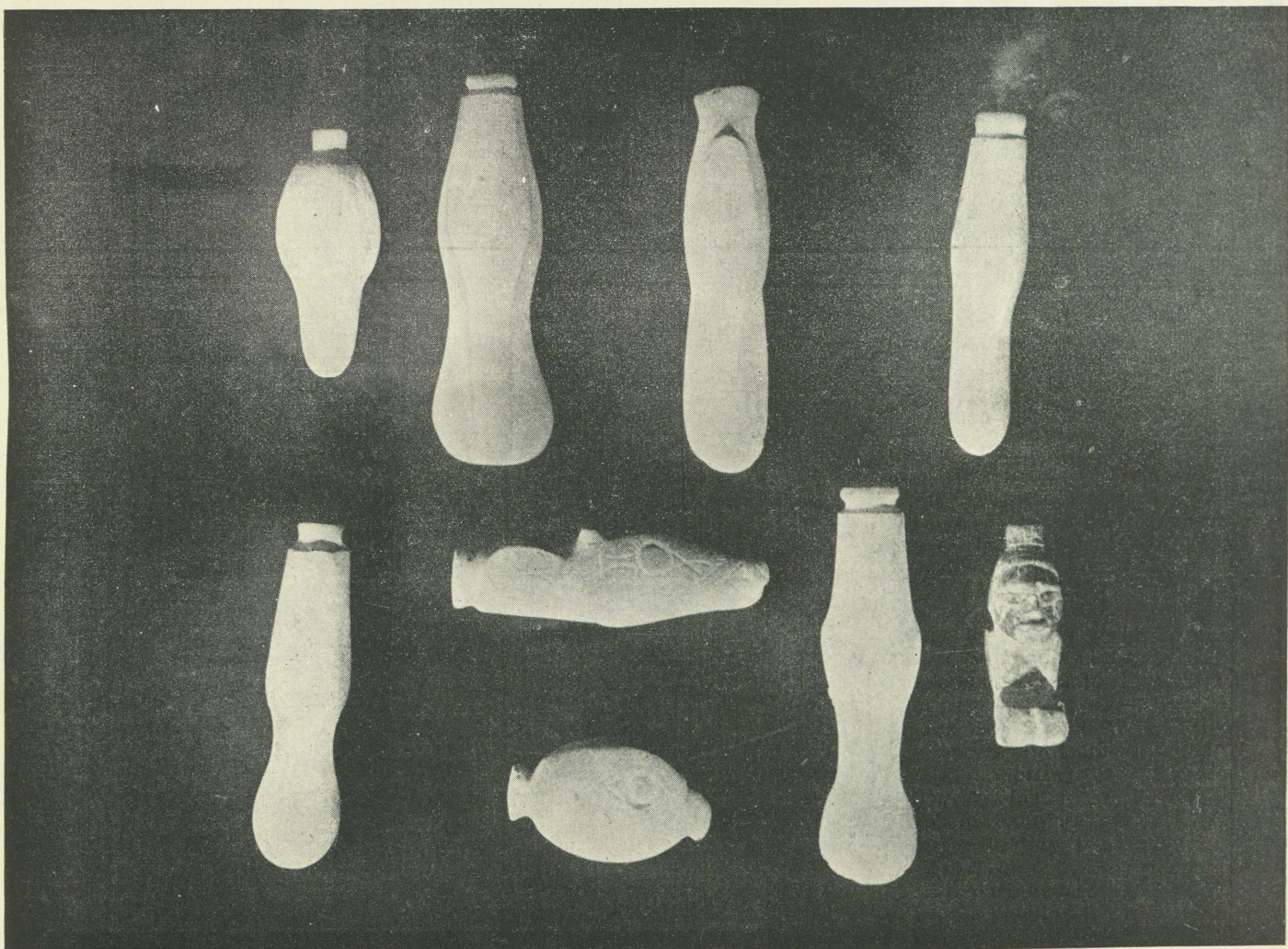
Indian stone weapons, some of which are mounted to illustrate how they were used.

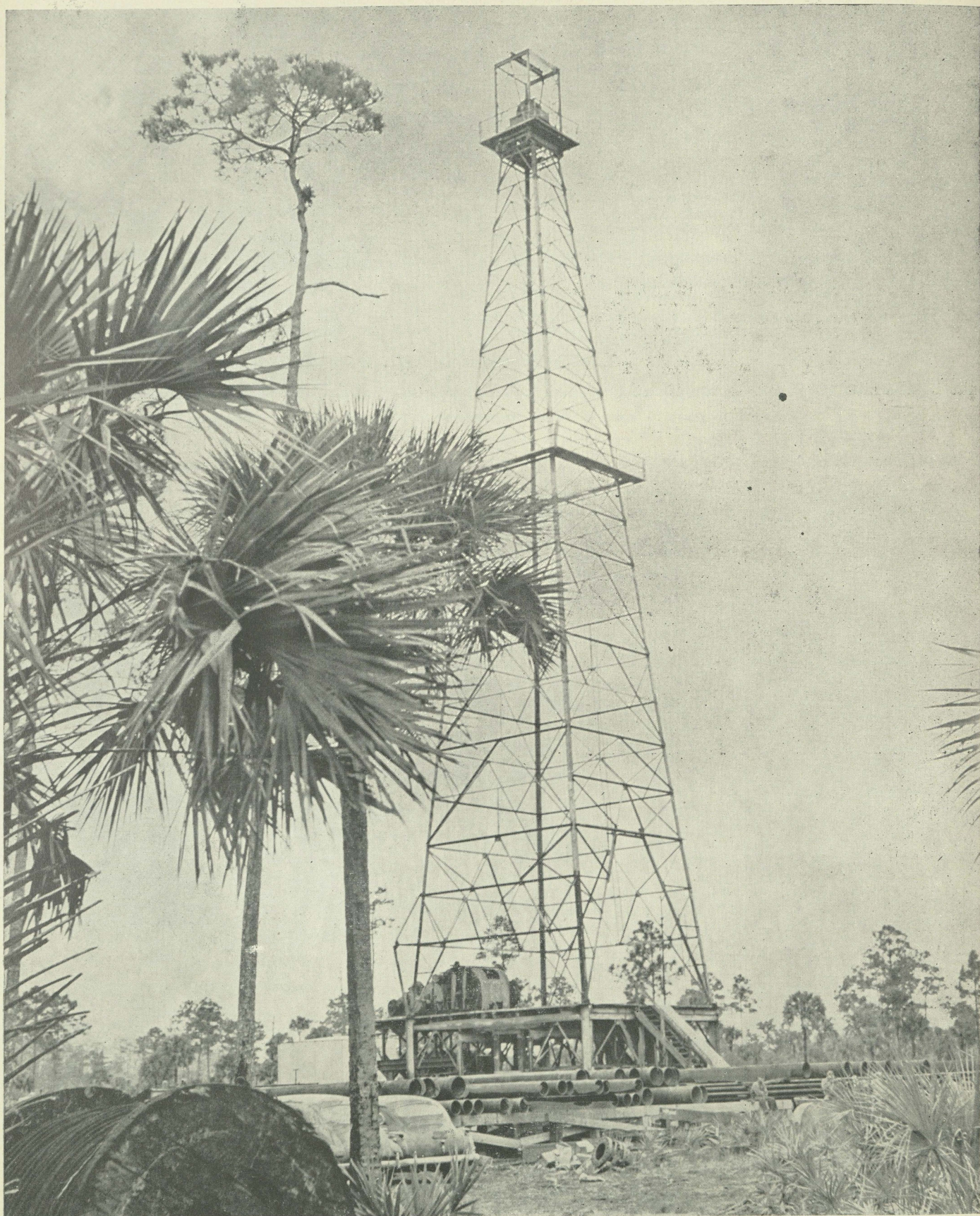
bone tools, and bones of animals of the same era, were discovered near Vero Beach, and these are on

display in the museum. This Vero Man is probably the oldest to have been found in Florida. Some au-

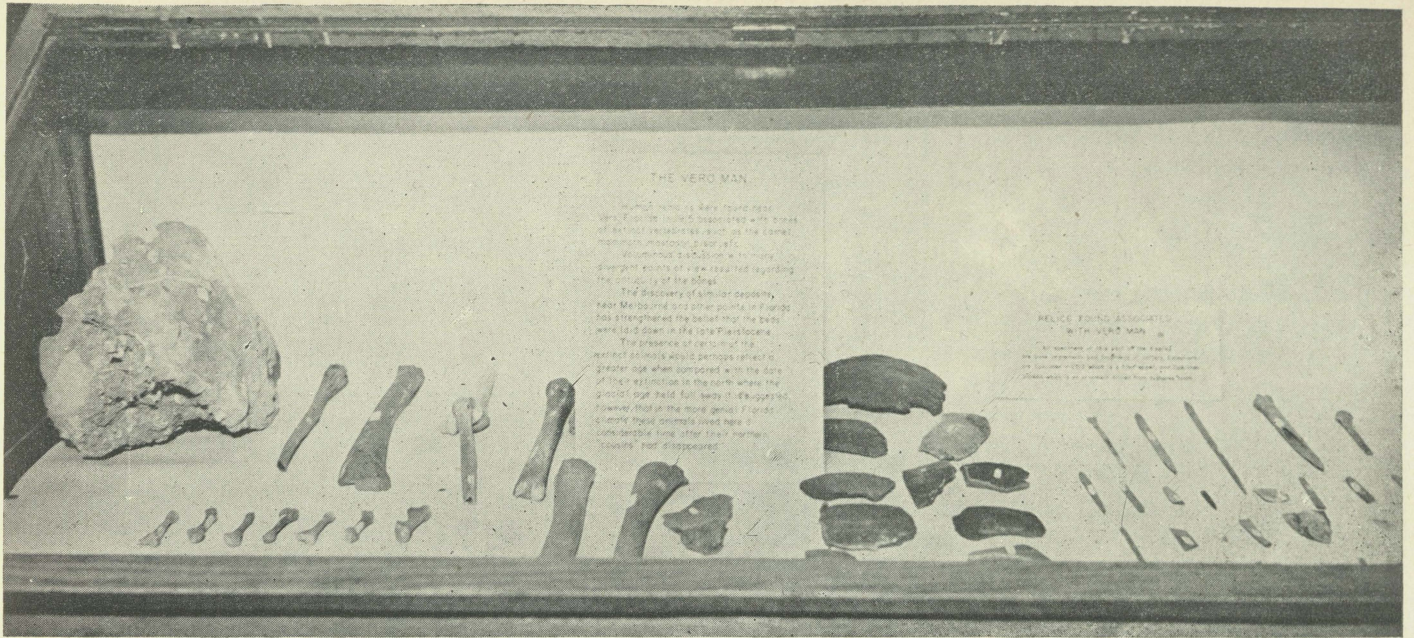
thorities believe that these remains are contemporaneous with those of the elephant and other extinct large

Stone pendants made by pre-Seminole natives of Florida in the shape of heads of animals.





Derrick of the Humble Oil Company's well at Sunniland, the first commercially producing oil well in Florida.



Ancient man, associated fossils and artifacts from deposits at Vero Beach. These are the oldest human remains found in Florida.

mammals. The possible date of this man was many thousands of years before the North American Indians, whom we know, came to Florida.

Skeletons of the pre-Columbian natives of Florida, who in numerous instances built mounds, have been found in many localities in Florida and there are good collections of these at numerous places. The mounds seldom contain gold, silver, or precious stones, but in some of them fine pieces of pottery, implements, and other artifacts, have been found. The excavation of these mounds should be done with great care and under the supervision of a responsible institution, or informed person.

The Geological Survey has not undertaken much of this archaeological work but it does have a collection of a few representative and interesting things. Among these is a particularly good collection of

stone pendants, the material of which is not native to Florida, and most of the pendants represent birds heads, one (an ancient parakeet) now extinct in Florida. On exhibit is a set of stone weapons mounted so as to show how they were fixed onto shafts, and indicating how they were used. These were prepared by J. Clarence Simpson of the survey, who learned to fashion the arrow heads, arrow shafts, and other weapons just as the Indians did.

There is also on display a fine collection of polychrome pottery, made by Indians of Arizona and New Mexico, which was given to the Florida Geological Survey by Guy Winthrop of Tallahassee.

A large dugout canoe probably made and used by the Seminole Indians over 100 years ago is on display. It is made from a large pine log and would seat perhaps ten men. Dating back to about this time in Florida's history is part of a wooden cane mill which will make an interesting relic of the past when mounted in position.

Minerals and Mineral Industries

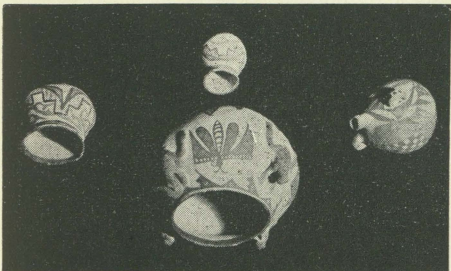
Many useful rocks, minerals, and earth materials occur in Florida, and samples of all these are exhibited. Among these are the three varieties of phosphate rock which provide the largest mineral industry in Florida, numerous limestones and dolomite, clays and full-

er's earth, and sands. A collection of peat, muck, and diatomaceous earth, is now being accumulated.

These very commonplace stones, sands and gravel, minerals, and earths constitute one of Florida's greatest natural resources. From the phosphate mines the present annual production is about \$11,000,000, and from limestone about \$7,000,000. The total yearly value of Florida minerals is about \$22,000,000, not including the incipient oil industry that is just developing.

The Florida Geological Survey is most concerned with building stones, bricks, sand for building, water for cities and industries and the conservation of water supplies in general. It functions mainly as a preliminary prospecting agency, promotes experimental tests of new materials and processes, obtains facts concerning water supplies, and accumulates many types of general geologic information, all of which are primarily aimed at the best use of our natural resources. The mineral industries, including water supplies, are the third greatest source of income in the State, and in all of this industry geological information is of great value.

Products of some of Florida mineral industries displayed are: Pottery and glassware, brick, cement, building stones, diatomite products, sands, and such refined minerals as zirconium, ilmenite, and rutile.

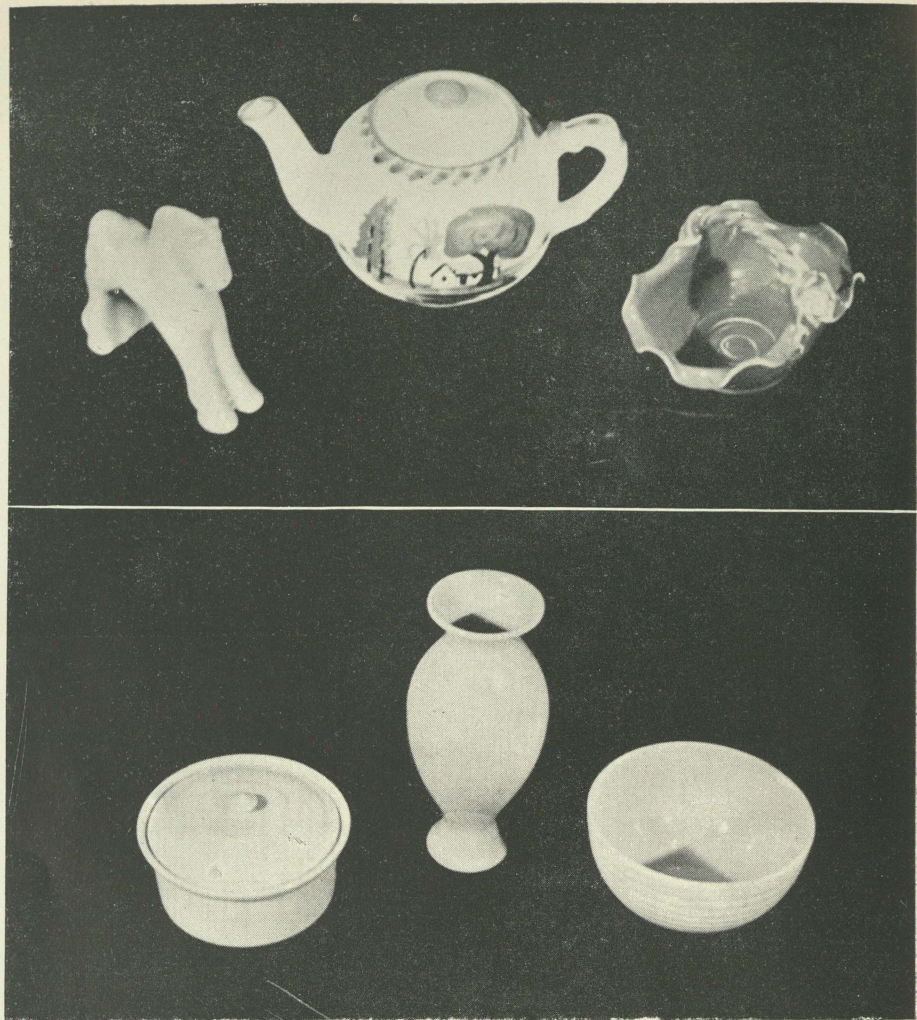


Examples of polychrome pottery made by Indians of Arizona and New Mexico, donated by Guy Winthrop of Tallahassee.

Some iron ore is found in the State near Chiefland. The uses of Florida rock for road materials, cement, building, chemical industry, and agriculture are well known. Many other uses are now being developed and, if cheaper power can be obtained, some of the old industries can be expanded and new ones developed. Sand for the manufacture of glass is abundant, good pottery clays are available, and there are large deposits of peat and muck that may prove useful, not only for agriculture, but for some manufactured products and as fuel.

Recently a low gravity crude oil has been obtained from two deep wells in Collier County, and a very highly mineralized water is associated with this oil. Samples of these can be observed in the museum. Since the discovery of oil by the Humble Oil Refining Company at Sunniland in Collier County, about fifteen oil companies have come to Florida to explore for oil. Their geological activities have added much to the now rapidly accumulating information about sub-surface geologic formations in Florida and neighboring States.

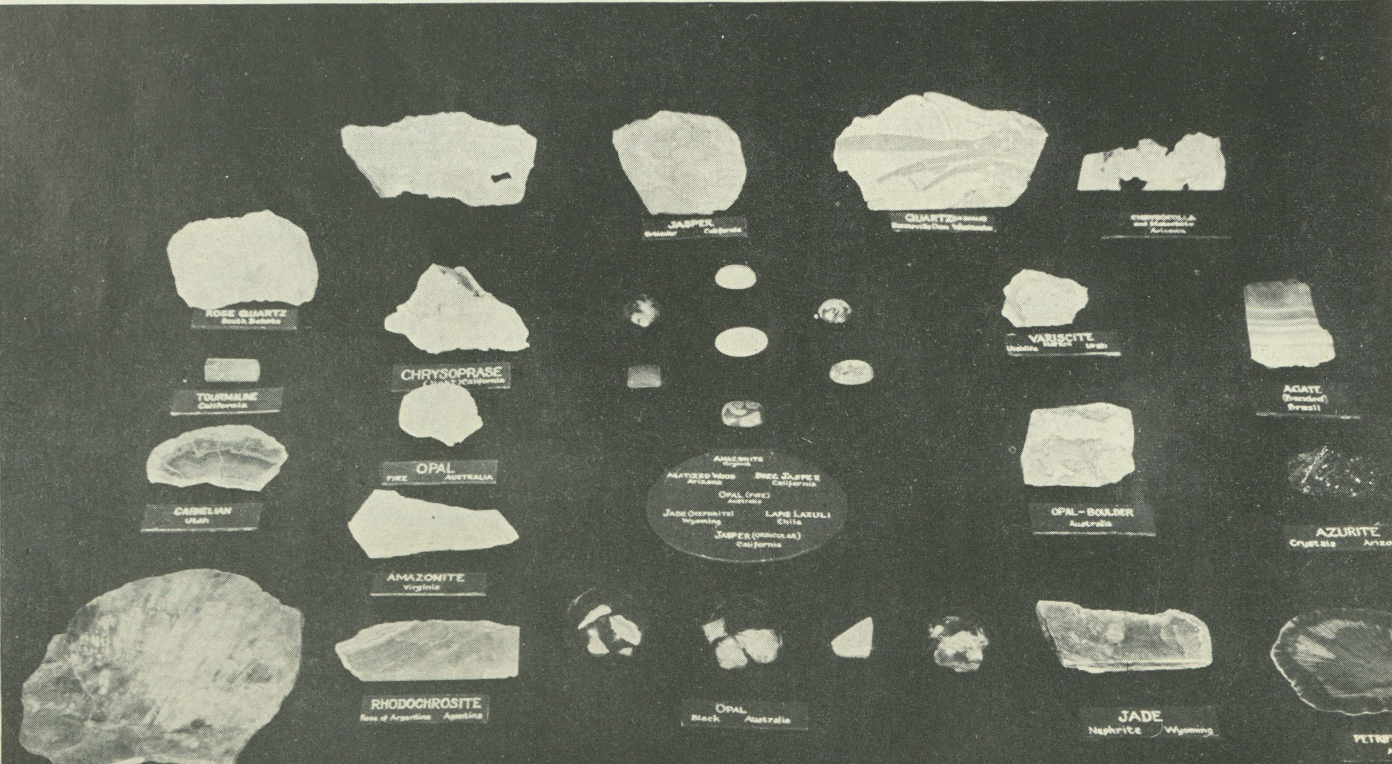
If oil is found in quantity, which is entirely possible, the income from mineral industries will be one of our greatest assets. This survey is helping in every way it can the various oil companies in their explorations. In fact, if the large col-

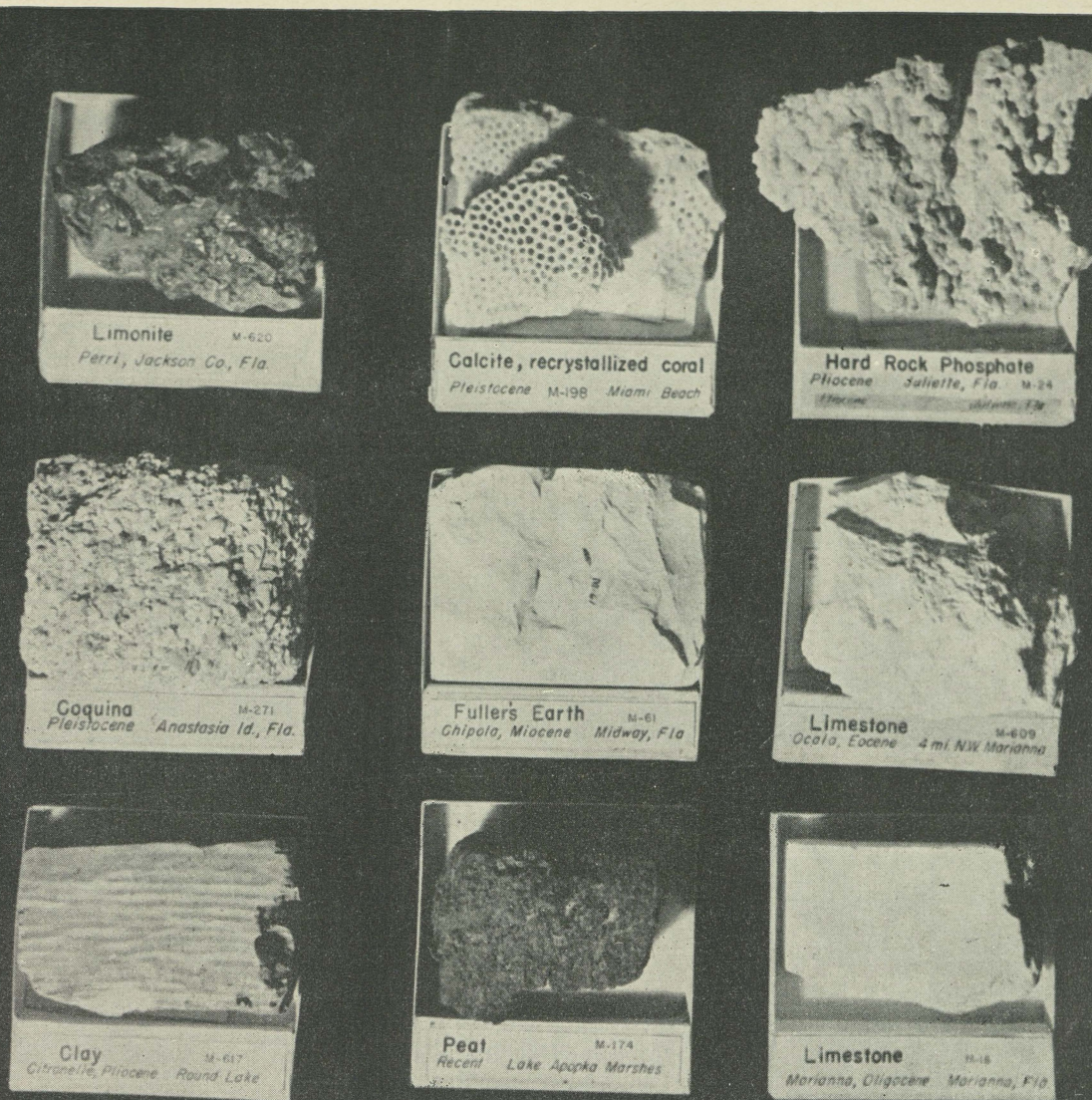


Examples of Florida pottery, made in Escambia and Hillsborough Counties.

lection of well samples had not been made during earlier years as well as now, the search for oil would be greatly handicapped. All exhibits of minerals are not so prosaic, because the Florida Geo-

Semi-precious stones and gems from various portions of the world, donated by William B. Pitts, a native Georgian.





Florida rocks and minerals.

logical Survey has just recently obtained by gift from W. B. Pitts, a resident of California who formerly lived in Georgia, a beautiful collection of semi-precious stones. In this collection are opal, jade, jasper, agate, tourmalin, azurite, carnelian, and some colorful petrified woods. These are mostly from the western United States, but silicified coral does occur in Florida and in the museum there is a highly prized collection of this coral and some semi-precious stones cut from selected pieces, donated by James A. Manchester of New York, who is a winter resident of St. Petersburg.

Well Samples

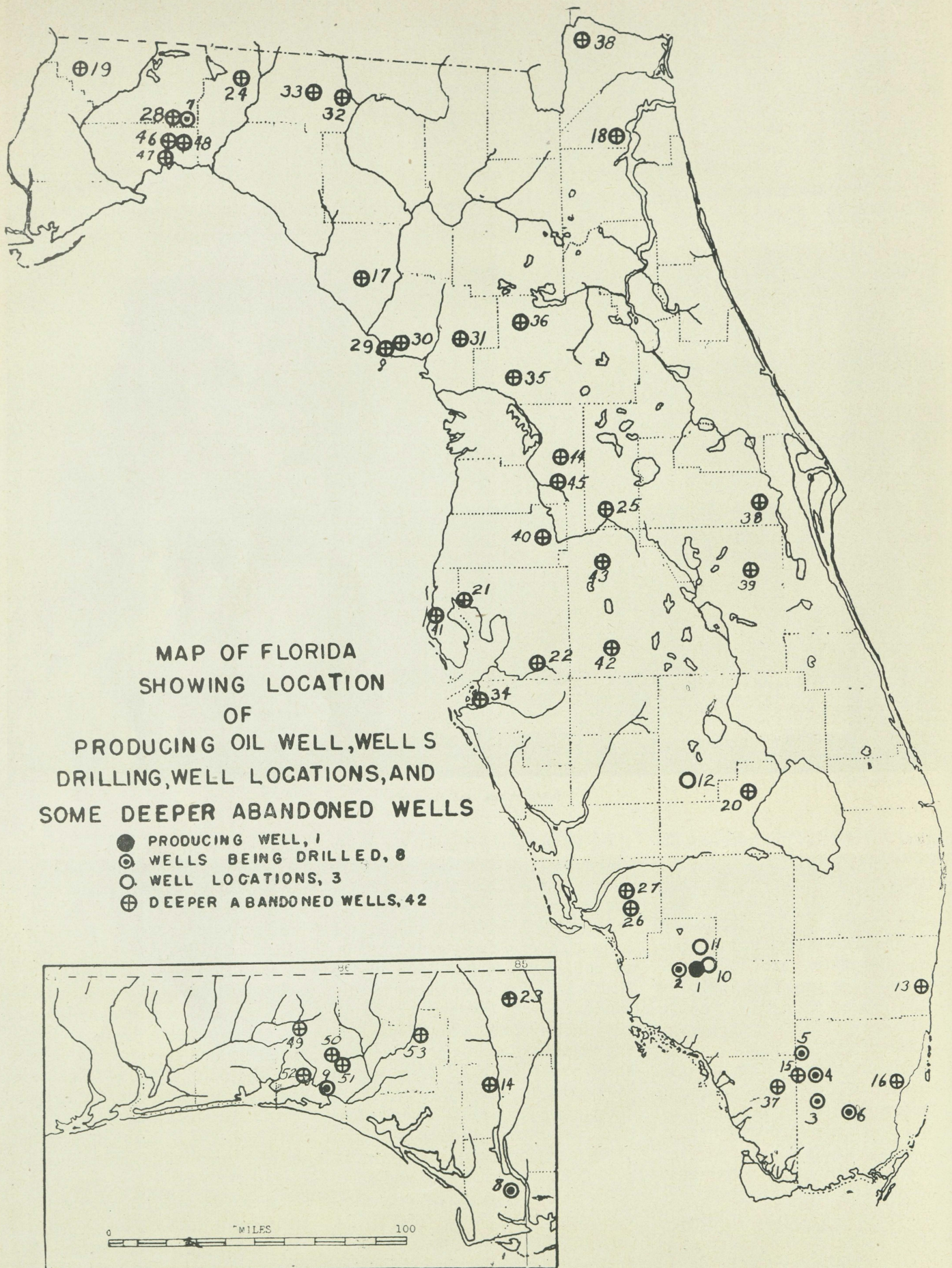
For many years the well drillers in Florida have taken samples at different depths in hundreds of wells over all parts of the State and

these have been prepared for study and stored in the laboratory of the Florida Geological Survey. There are now samples from over 1,000 wells which constitute one of the largest and most accessibly arranged collections of this kind in the Southeast. The samples are mostly sands, clays, fragments of rocks and shales crushed by the bit in the process of well drilling, but there are now being accumulated numbers of cores, which the oil companies procure in their intensive structural studies and the drilling of the deeper oil test wells.

Both the well cuttings and cores are a valuable means of determining subsurface geology of Florida. The samples are studied to learn the nature of the rock and the age of the strata at different levels. Be-

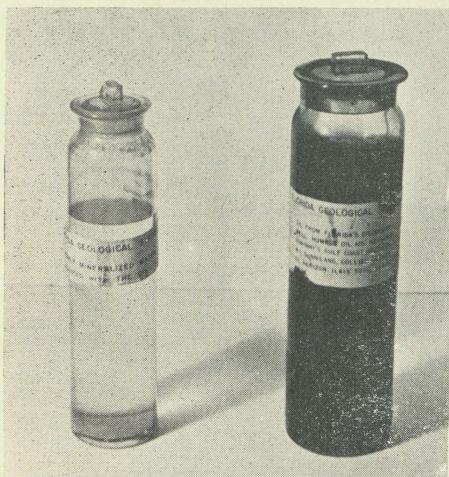
cause the well samples come from almost every area of the State, they are now very useful to the petroleum geologists in their studies of the underlying rock formations which may show structure suitable for the occurrence of oil.

The well samples usually come from the driller in bags which are labeled to indicate the depth in the well at which the sample was taken. The main object is to get samples at approximately ten-foot intervals for the entire depth of the well, but this is often impractical, or even impossible, and there are frequently gaps in the sequence of samples. In the laboratory these samples are first washed to remove the mud used in drilling, then the washed sample is dried and usually divided into portions a series of



which, known as cuts, are put in paper envelopes and properly arranged in the filing boxes for storage and reference.

In using the samples the geologists look at them through a microscope and determine one or both of two series of facts, the fossils and the nature of the rock penetrated. In the former case the examination is a paleontological study, and in the latter it is a lithological study. In both cases the geologists are trying mainly to determine the bottom of one layer and the top of another to ascertain where one age or for-



Samples of oil and associated highly mineralized water from the discovery well (Humble Oil & Refining Company well No. 1) at Sunniland.

mation of rock stops and another starts. The relative positions of these points of contact between one layer and another, particularly as regard depth below the surface, are their main means of learning the structural arrangement of different layers.

The smaller fossils, known as micro-fossils, are picked from these samples as they are being studied, then they are properly mounted on slides, filed in cabinets, and indexed for ready reference. The Florida survey has probably a larger collection of these micro-fossil slides in its files than in any non-oil producing State.

The well driller usually furnishes descriptions concerning the nature



Top—Micro-paleontologist at work studying well samples. Dr. H. Naegeli of the Florida Geological Survey. The cluttered desk is habitual. Bottom—Files of well samples in the laboratory of the Florida Geological Survey, in which over a thousand wells are represented.

and thickness of the layers penetrated. This is called the driller's log and, as pointed out above, these well samples are used by the geologist to prepare a paleontologic log giving the relative age of the different formations. All these logs are filed in the easily accessible records of the Florida survey. The location and other pertinent data concerning these wells are also recorded. These data and the samples are among the most important and useful records of the State. Without them, research for public and industrial water supplies, oil, and other minerals would be greatly handicapped.

These samples range from wells of only a few feet in depth which are mostly water wells, to oil test wells as much as 13,512 feet in depth. Of these oil test wells, 43 have so far been drilled that are over 3,000 feet deep. As exploration for oil increases, the samples and cores from deep wells will increase rapidly. In fact, so many of these samples have now accumulated that more space for their storage is urgently needed.

Library and Maps

In addition to the museum there is a splendid library of publications concerning geology and related sub-

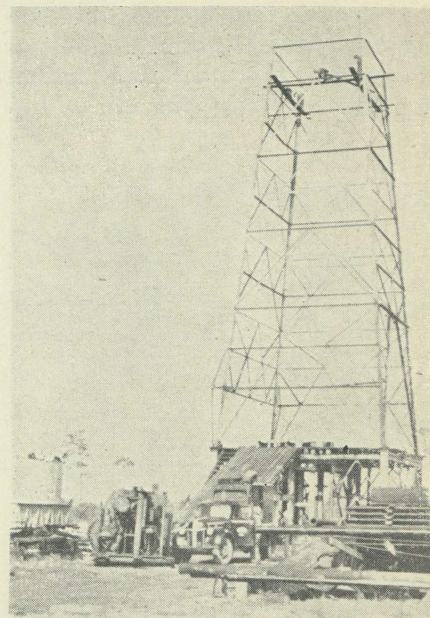
jects. There are 2,300 books and 1,500 periodicals giving useful information about Florida, all the other States, and many foreign countries. Among these are a number of early descriptions of Florida and a collection of works on the natural history of the State. Some of these books are rare and contain some information not found in many other places.

Because maps of all kind are needed in geological work, the Florida survey has a large collection containing, particularly, topographic and geologic maps, but there are also road, forest, and soil maps. Recently a set of aerial photographs covering many of the counties of Florida was obtained. These photographic maps are very useful for many purposes, because they show numerous details not found on other maps. As more photographs are taken this collection will be enlarged.

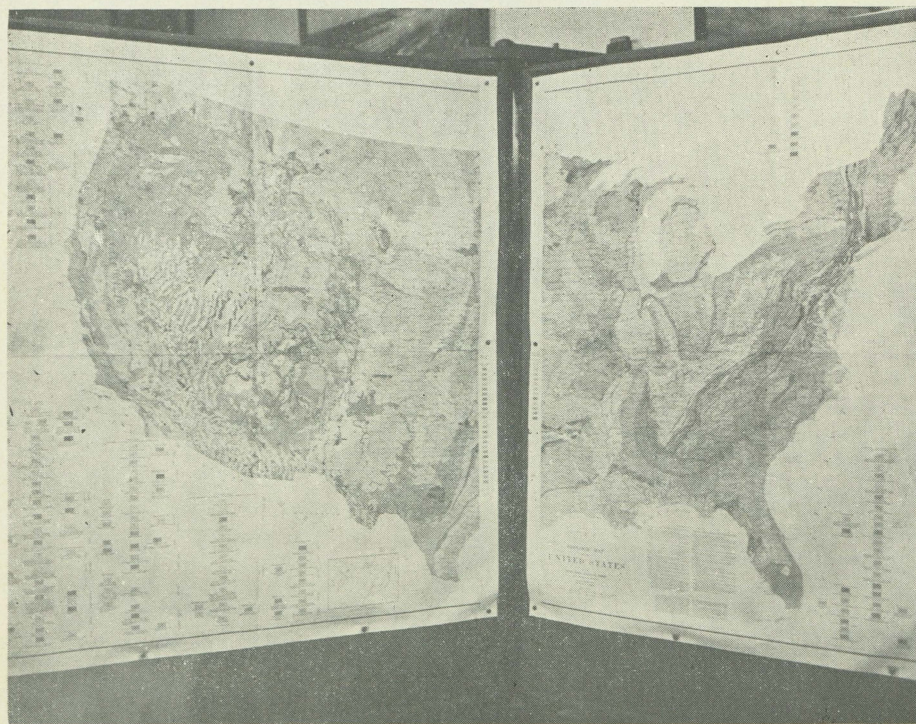
Publications of the Survey

The Florida Geological Survey has prepared and published detailed geological and mineral resources papers to cover most, if not all, of the State. Since the survey's organization in 1907, 24 annual reports contained in 21 volumes, 29 bulletins, 13 press bulletins and

five reports of investigations have been published. These reports are made up of 127 papers that were prepared by survey staff members, some in cooperation with Federal agencies, and are chiefly technical papers prepared for the use of geologists and professional groups interested in the mineral resources, geology, and structure of the State.



Taking down the derrick of Sunniland No. 1, after discovery of oil there. Brine is removed and the crude oil is marketed.



Geologic map of the United States. Many similar maps are in the library of the Florida Geological Survey.

The supply of some of the older publications is exhausted, but there are a number of recent ones of which the following are probably of most general interest:

Bulletin No. 21, Geology of Holmes and Washington Counties.

Bulletin No. 23, Florida Dunes and Scrub, Vegetation and Geology.

Bulletin No. 24, Florida Mineral Industry, with summaries of production for 1940 and 1941.

Bulletin No. 27, Late Cenozoic Geology of Southern Florida, with a discussion of the ground water.

Bulletin No. 29, Geology of Florida, with geologic map, 1945.

Available publications of the survey may be obtained by addressing a request to the Florida Geological Survey, P. O. Drawer 631, Tallahassee. One copy will be mailed free to residents of the State but non-residents should send 15 cents in coin or stamps to partially cover handling cost and postage charges on each copy.

New Appointees . . .

Governor Caldwell has appointed Terry C. Lee, Marianna, as State budget director, filling a post created by the 1945 legislature.

Terry C. Lee was born June 26, 1908 at McDavid, Escambia County. He moved to Marianna at age of 4, attended grade schools and was graduated from Marianna high school in May 1926. He studied law at night and through correspondence school, and attended Strayer Business College, Washington, D. C.

He was deputy clerk of the circuit court, Jackson County, bank teller, bookkeeper-accountant for automobile dealers, assistant zone business manager of Chevrolet Motor Company, executive secretary to Congressmen Millard F. Caldwell and Robert Sikes, clerk to house committee on appropriations, and rural mail carrier at Marianna.

He volunteered as an enlisted man in the Navy and was honorably discharged October 16, 1945. He accepted appointment as budget director October 22, 1945. When entering service, he was serving as Master of Harmony Lodge No. 4, F. & A. M., president of the District Rural Carriers Association, president of Men's Bible Class and vice chairman of board of stewards of the First Methodist church, Boy Scout commissioner, and was active in all civic work.

LANDSCAPE ARCHITECT

The Florida State Improvement Commission has appointed Albert Davis Taylor of Cleveland, Ohio, as landscape architect. Mr. Taylor has also been employed by the city of Tallahassee to review the town plan and perhaps revise the zoning ordinance in order to coordinate the Capitol Center plan with the city plan of Tallahassee. According to information obtained from "Who's Who" and other sources, Mr. Taylor was born in Carlisle, Mass., July 8, 1883; married Miss Genevieve Brainerd June 16, 1917; and they have one son, Charles Brainerd.

He holds the following honorary and scholastic degrees: BS and Doctor of Laws from Massachu-

setts State College, AB from Boston College, MS from Cornell University, and Doctor of Science from Oregon State College. He is a member of Phi Kappa Phi, Gamma Alpha, and Alpha Sigma Phi fraternities; the Hermit and Cleveland Skating Clubs; landscape architecture jury, American Academy in Rome, Cleveland City Plan Commission, American Institute Park Executives, City Planning Institute, American Society of Civil Engineers; is past president American Society Landscape Architects (chairman committee on bicentennial commission; ex-president Ohio-Michigan chapter); trustee of Lake Forest Foundation School, and Cambridge School of Landscape Architecture.

Taylor is now lecturer on landscape architecture and town planning at University of Michigan and has been practicing as a landscape architect in Cleveland. Some of his former positions are: Assistant professor of landscape architecture at Cornell University, nonresident professor of landscape architecture at Ohio State University, landscape architect for the Harding Memorial; consulting landscape architect for the Cincinnati Board of Park Commissioners, Cincinnati Public Recreation Commission, the Treasury Department, the U. S. Department of Agriculture, the War Department, the U. S. Forest Service; chief consultant to War Department in site planning, and landscape architect and site-planner for Pentagon project.

He is author of Shade Trees, Their Care & Preservation; Plants for Landscape Planting; Complete Garden; Landscape Construction Notes; Problems of Landscape Architecture in the National Forests; Camp Stoves and Fireplaces; and Landscape Details.

A navy group of planes has been assigned to participate in the all-American air maneuvers at Miami January 4 to 6. The contingent is due to arrive December 29 and will include 52 fighters, 20 torpedo bombers and 24 dive bombers and 261 officers and enlisted men.



Terry C. Lee, State Budget Director



A. O. Taylor, State landscape architect

GENERAL TRUCK COMPANY

TRUCKERS
HEADQUARTERS
MARKET SERVICE
STATION

GMC TRUCKS

DISTRIBUTORS
FOR
HICKS ALL STEEL
BODIES

HEAVY DUTY GAS & DIESEL TRUCKS

Phone 5-3908

1838 West Beaver St.

Jacksonville, Fla.

A. O. GREYNOLDS CO., INC.

GENERAL CONTRACTORS

Dealers In

ROCK - SAND

SLAG - GRAVEL

711—25th Street—Phone 6912

WEST PALM BEACH, FLORIDA

ORLANDO CITRUS GROWERS ASSOCIATION

CHALLENGE and SEA ROBBER BRANDS

ORLANDO



FLORIDA

B. B. McCORMICK AND SONS

—Incorporated—

Transit-Mixed Concrete

Bulkheading

Grading

GENERAL

CONTRACTORS

Road Construction

Marine Construction

Right of Way Clearing

JACKSONVILLE BEACH, FLA.

616 Graham Bldg., JACKSONVILLE, FLA.

Citrus Growers Warned . . .

By J. A. MURRAY

(Tampa Tribune Staff Writer)

CITRUS GROWERS were warned by Secretary of Agriculture Clinton P. Anderson in a talk before the Florida Farm Bureau Federation in Orlando recently that they are producing more fruit than they can expect normal markets to consume, and storm warnings already are flying.

In the first speech by a Secretary of Agriculture to a Florida audience in 18 years, Anderson, who is a hard-headed New Mexico livestock farmer and business man, the son of Swedish immigrant parents, advised the industry to put its house in order.

He said he believed the Nation would be able to maintain full employment at fair wages, so that there need be no large group that is poorly clothed, inadequately housed, or under fed.

This is the goal for cities, he said, but there must be a goal for agriculture too. Agriculture must get down to a sound economy, geared

to produce plenty, but without an unused surplus that may become a waste and a curse.

It must achieve a new efficiency in processing and distribution, conservation of its resources, and free-moving trade with other nations, and thereby aid in maintaining a busy, healthy and peaceful world.

It will not be so easy, he said, for Florida citrus to make its peacetime adjustments. A field crop, which soon ripens, may easily be changed. It is not so easy to allow for plantings of young citrus trees.

Anderson was taken on a tour of some of Florida's leading citrus and vegetable sections and industries and when he returned he said it was easier now than ever before to realize the tremendous volume of Florida products and Florida's interest in world markets.

"And certainly the world needs the health-giving foods you produce," he said, and added that he "was very much interested in the progress of citrus processing, which may be of tremendous value if we find our crops too large."

In his walks about the big pack-

ing and canning plants, Anderson, whose legs are long, usually was in the lead. He walked rapidly, talked rapidly, and his business-like manner and ready smile won the hearts of those who accompanied him.

Then back in the convention hall, he quickly dug into the meat of his address.

People ask what the government is going to do to help market the citrus crop, he said.

"I wish I could be sure that there would always be enough employment and purchasing power to create demand for all the oranges, grapefruit and tangerines you could produce in Florida," he said.

"You know better than I do how rapidly your industry has grown . . . but can all this fruit always be marketed at a price that will cover the cost of production and return a reasonable profit? That question is one for sober reflection.

"The war is over, with its government purchases," he said, "and the government is no longer buying food for the armed forces, yet production is increasing and new plantings are still going on; I saw them on my tour. It is obvious they are not needed to maintain production.

"We therefore have expansion at the end of the war and the abnormally high purchasing power that accompanied it; expansion in the face of reduced foreign outlets, at least for the time being, with lend-lease shipments cut off; expansion in the face of reduced purchases by the government.

"Sooner or later the citrus industry must consider ways of gearing its production to supply and demand."

The government recognizes its obligation to assist in this conversion as it can, Anderson said, but the government did not urge citrus growers to plant more trees, as it urged more flax, corn, soybeans and peanuts, and the period of adjustment will be longer and more difficult than for these crops.

(Continued on page 47)

Shown left to right are State Agricultural Commissioner Nathan Mayo, Congressman Hendricks, Secretary of Agriculture Clinton P. Anderson and Robert T. Carleton, General Manager of the Plymouth Citrus Exchange as Carleton conducted the party on a tour through the huge citrus plant at Plymouth.

Photo by Sickles



LAKESIDE PARK

DANCING -- BATHING -- BOATING

Ray S. and Robert L. Holcombe, Props.

Busses Right To the Door

Free Picnic Grounds

GULF COAST MOTOR LINES CO.

Serving progressive Pinellas County with motorbus service on frequent schedules between Clearwater and Tampa, Clearwater and Tarpon Springs.

SAFETY

SERVICE

23 Scranton Arcade

CLEARWATER

FLORIDA

GREGG MAXCY, INC.

CITRUS FRUITS and CANNED CITRUS JUICES

Fresh Citrus Brands

Canned Citrus Juices

**TOPMOST - SPEED
LEADER - SUNSEAL**

SUN SIP - MAXCY

Packing Plant at Lamont

Sebring, Florida

PEAVY - WILSON LUMBER CO., Inc.

Manufacturers of

FLORIDA LONG LEAF YELLOW PINE

TIDEWATER RED CYPRESS

HOLOPAW



FLORIDA

County Activities and Personalities...

RETURN OF TAX forfeited property to the original owners following payment of taxes plus \$10 costs has been ordered by the Volusia County board of commissioners in seven hardship pleas cases brought before the board. The property had originally reverted to the county for non-payment of delinquent taxes.

■ Miami Beach councilmen are proceeding with plans to build a huge auditorium on the south half of the Municipal Golf Course despite appeals of the county commission to abandon the project. County Commission Chairman Charles H. Crandon has sponsored repeated efforts by the county commissioners to induce the beach council to drop its plans for the auditorium in favor of a larger auditorium to be built by the county.

■ Duval County commissioners have been informed by Senator Claude Pepper that Germany and Italian war prisoners in Florida will be returned to Europe early in 1946. The commissioners had protested that the prisoners were a threat to the United States labor market and asked that they be repatriated.

■ Mrs. A. H. St. John has assumed the office of Duval County tax assessor. She was appointed by Governor Caldwell to succeed her late husband, Al H. St. John.

■ Members of the Volusia County commission accompanied school officials on an inspection trip of 15 miles from Osteen to Maytown to prove that the road is not impassable as had been reported in a petition signed by citizens of Osteen.

■ Miss Catherine Brabson has assumed her duties as home demonstration agent for Highlands County. She is with the Agricultural Extension Service and will have her office in the post office building at Sebring. She is a graduate of the University of Tennessee.

■ Both the city and county commissioners in St. Lucie County have gone on record as favoring the continued independent operation and control of the Florida

East Coast Railway. The two boards expressed opposition to control by another railroad in favor of reaffirmation by the Interstate Commerce Commission of its approval of the so-called duPont plan of reorganization.

■ A 1945 Florida legislative act authorizing Hillsborough County commissioners to compromise and cancel the delinquent Bayshore seawall taxes has been ruled unconstitutional by Judge L. L. Parks.

■ Orange County commissioners approved an additional mill and a half levy to make a total of three mills for road and bridge bonded indebtedness. The action followed the request of the State Board of Administration.

■ Lee County commissioners have reached terms of agreement with the Federal Works Agency for sharing expenses in the construction of a new county jail, Harry Stringfellow, chairman of the county board, has announced. The new jail is to cost approximately \$100,000. One-half will be paid by the Federal government, the other half by the county.

■ St. John's County commissioners have expressed opposition to the proposal that the Atlantic Coast Line Railway acquire the Florida East Coast Railway. The attorney for the county board, Frank D. Upchurch, has been instructed to appear at hearings before the Interstate Commerce Commission for reorganization plans for the railway.

■ Total taxes assessed Pinellas County were \$2,203,144 according to the tax roll accepted by the board of county commissioners from Charles A. Wilcox, county tax assessor.

■ Following the announcement of the closing of the Homestead Army Air Field, County Commissioner Preston B. Bird said he would ask the Dade County commission at its next meeting to adopt a resolution urging continued operation of the base. Bird said the alternative would be an effort to encourage commercial use of the big installation.

■ Escambia County commissioners have come to an agreement with F. Rust Smith, bridge contractor and their own engineer, regarding the payment in full of the \$44,000 repair contract on the Santa Rosa Sound Beach. The matter had been in controversy for several weeks. County Engineer Wheat had contended at previous meetings that Smith lacked \$1,400 according to his estimates of completing at least one item in the list of repairs.

■ Volusia County commissioners have asked members of the grand jury who recently turned in an unsatisfactory report on the county poor farm to take another look. The place really isn't as bad as the grand jury reported, some of the commissioners stated.

■ Palm Beach County commissioners have recently voted \$25 per month increase in pay to their eight bridge tenders.

■ In Hillsborough County, the commissioners approved a request by J. W. and F. F. Dupree for abatement of taxes on their property in Tampa which was occupied by the OPA until August 31.

■ County commissioner District No. 5, Palm Beach County expects a dragline in the near future for the building of county roads. The board purchased the machinery at a recent meeting upon the advice of Commissioner Paul Mardin, in whose district it will be used.

■ Palm Beach County Commissioner C. Y. Bird has reported to his fellow commissioners that a recent trip to Washington had convinced him that it will be sometime before the Federal authorities will go into any extensive public works program. He said that the general policy seems to be one of waiting to see how the employment situation works out with private employers.

■ Orange County commissioners have ordered the building of ten offices for use by the Orange County health unit and welfare agencies. The location chosen was the

(Continued on page 46)

FOSGATE GROWERS COOPERATIVE

CITRUS FRUITS

Dependable Brands for over a Quarter of a Century

ACE HIGH



FIDELITY



CRITERION

ORLANDO, FLORIDA

DR. P. PHILLIPS COMPANY

ORLANDO, FLORIDA

GROWERS AND SHIPPERS

Famous Dr. Phillips Stamped Tree-Ripe

Oranges

--

Grapefruit

--

Tangerines

E. E. Jackson

Fred B. Caddell

CADDELL & JACKSON

GENERAL CONTRACTING

P. O. Box 2217

2014 Dennis Street

JACKSONVILLE 3

FLORIDA

SEABROOK HARDWARE COMPANY

Tallahassee, Florida

DISTRIBUTORS FOR

Allis-Chalmers Tractors and Road Machinery, Austin-Western Road Rollers, Sweepers, Graders, GMC Concrete Mixers and Pumps, General Motors Trucks.

SALES



PARTS



SERVICE

Serving The Contractors of The State of Florida for The Past 25 Years

IT HAPPENED IN FLORIDA . . .

(By Julia Rehwinkel)

SOME OF THE Tampa football fans parking their cars near Phillips Field for the Third Air Air Force-Keesler Field game on Armistice Day were accosted by a little negro boy: "Watch your car for a quarter, Mister." All the drivers, except one, passed up the offer. After the game, 17 found the air had been let out of their tires, but the one man who had absent-mindedly paid the quarter drove serenely away.

★ Orange County officials have just discovered that a presumably tax-free negro cemetery was sold to the highest bidder in a county delinquent tax sale, and now they don't know what to do about it. Page Solomon!

★ Corporal Craig Williams, aerial engineer at the Homestead Army Air Field, has purchased the super-deluxe, Canadian-built sedan once owned by the Duke of Windsor. The car, purchased by Williams for \$1,200, has a right-hand drive, two radios and a built-in bar, and originally cost the ex-monarch \$10,000.

★ In Jacksonville, Miss Miriam Evans, new curator of the Children's Museum, is teaching the children to handle and care for snakes, squirrels and other animals, so they may learn which are harmless, which dangerous, and their usefulness to man.

★ A forgotten insurance policy brought a \$500 check to a Tampa mother recently, almost a year after the death of her son. The son, William R. (Dick) Schaker, had named his mother as beneficiary in an insurance policy, and allowed the policy to lapse after paying premiums for four and a half years. The cash value of the policy was automatically applied to the purchase of extended term insurance of \$500, effective until July 1, 1945. Mr. Schaker died November 15, 1944, but the insurance company just learned of his death and pay-

ment was immediately made to his mother.

★ The crate-lifting machine, which saves the government an estimated \$1,800 a year and cuts in half the time required to change the cellophane jackets on airplane engines in storage at Homestead Army Air Field, was invented by Joe C. Keene of Goulds.

★ There is a woman sea captain operating out of Miami. She is Captain Hermia (Virginia) Sobraski, pretty, youthful, and every inch a lady. She boasts an Atlantic area ribbon for war service, challenged the submarine menace, owns with her husband the schooner "Virginia Dare," and commands the cargo ship "W. P. Ward."

★ A "hotel letter pool" has been put into operation in St. Petersburg. Under this plan any hotel receiving a request for accommodations of a type or for dates it is unable to fill, informs the applicant of the situation and tells him his letter is being turned over to other member hotels, one of which will communicate with him if they can take care of the request.

★ Nine-year-old Billy Johnson of Miami was the envy of his playmates on Hallowe'en with his 65-pound pumpkin jack-o-lantern. The pumpkin grew from seeds planted by Billy during his summer vacation and, with another weighing 47 pounds, was brought to him from Ithaca, N. Y., by his grandfather.

★ An officer quit the U. S. Immigration Service in West Palm Beach because of the housing shortage. He is Charles E. Jordan, who moved to Tallahassee to reenter the furniture business when he was unable to find a dwelling for his family in West Palm Beach.

★ When the Herbert Popes of Indian Mound Village near Sanford were unable to procure lumber or materials to build a home in the spring of 1945, they solved their housing problem by making their home in the Shamrock, a houseboat

with a heritage of almost half a century, and whose history can be traced back to 1910 when she was owned by F. Herbert Wilson, son of the founder of the Wilson Cypress Company, Palatka.

★ A friendly rat terrier found by Fred Gray of Miami was wearing a cross and locket containing a copy of the Lord's Prayer.

★ Nominated by the Orlando Lions Club as a candidate for a "Good Neighbor Orchid," Mrs. Nettie May Gifford Prange, 78, received the flower by air express, after being featured on Tom Breneman's "Breakfast in Hollywood" program on November 5.

★ In Miami orchids thrive in hot-houses with temperatures around 67 degrees Fahrenheit while in hot-houses of Paris' Botanical Gardens only 13 orchids are expected to survive this winter because fuel shortages may prohibit the maintenance of a humid temperature of 48 to 58 degrees Fahrenheit.

★ Nine-year-old Laurel Coleman gave a lecture on the "History and Growth of Orchids from Seed to Plant" at a recent meeting of the Gulfport Garden and Bird Club.

★ An unhappy Miami husband, who mistook another woman for his wife, was given a beating, including two black eyes by the woman's fiancé. Miss Nellie Woods told police she was seated in a car with her fiancé in front of her home when the man came up in the dark, seized her by the arm and started to drag her out.

★ J. B. Brenner, who owns a flock of 10,000 fryers, has invented an unusual feeding device which enables him to feed 1,300 fryers in 10 minutes on his chicken farm on Gilmore Heights Road near Jacksonville. The flat car runs on wooden tracks similar to railroad construction.

★ A 57-year-old Miami woman, crippled by arthritis and stranded in a hotel room without money for her lodging, food, or much-needed doctor bills, claimed she was barred from her home by her own daughter.

★ A recent Miami trial revealed how a 65-year-old woman, opening her door to a midnight caller, was

(Continued on page 48)

FOR TRANSPORTATION—In Sarasota (Florida) SEE OR CALL

E. B. 'RED' LORD

Phone—Bus. 6559

He Will Treat You Right

Taxi 2288—Phone Taxi 2345

For over sixty years we have been supplying Florida growers with their requirements of citrus nursery stock. Thousands of acres of flourishing groves in this State today had their beginning in our nurseries.

GLEN SAINT MARY NURSERIES COMPANY

WINTER HAVEN (POLK COUNTY) FLORIDA

A. G. Scott, General Manager

ORANGE TREES

TANGERINE TREES

GRAPEFRUIT TREES

**HILL TOP
GOLD**

**HILL TOP
THUMBS UP
RED CLOUD**

**HAINES CITY CITRUS
GROWERS ASSOCIATION**

HAINES CITY, FLORIDA

FLORALAND

**GREEN
TURTLE**

**TRUCKIN'
GATEWAY**

BORDO

U. S. GRADE "A" (Fancy)

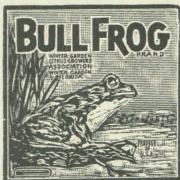
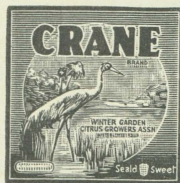
**Products of Florida Distributed by
Bordo Products Company**

**General Offices
2035 Calumet Avenue
CHICAGO 16, ILLINOIS**

Citrus Canning Plant—Winter Haven, Fla.

Canners of

**Grapefruit Sections, Grapefruit, Orange and
Blended Juices**



CRANE, BULL FROG, SKY KING, MOR-JUCE, SEALD-SWEET BRANDS

Affiliated With

Florida Citrus Exchange - Growers' Cooperative Marketing Association

WINTER GARDEN

P. C. Peters, Secy.-Mgr.

FLORIDA

1945 Legislatures Lay Foundation For Highway Transportation Progress

BROAD appraisal of State legislation in 1945 reveals that highway transportation, having served the country well during the war, has won greater public recognition than ever before and a more sympathetic understanding of its problems.

The trend in this direction was unmistakable. During the 1945 sessions, State legislators in all sections of the country gave evidence of a progressive approach to questions affecting roads and motor vehicles, with the result that many of the old restraints are gone. The liberalized attitude, which was based in part upon public appreciation of highway transport's role in the emergency, brought about a considerable volume of legislation laying the groundwork for future progress.

The legislatures met this year in the midst of war. With the Nation's resources dedicated unreservedly to military victory, and with the length of hostilities uncertain, legislators necessarily had to subordinate consideration of post-war issues. The record discloses a reluctance to make specific commitments for a future period the date and conditions of which were then unknown.

Yet despite these factors, much was accomplished in the way of post-war legislation, especially in the area of highway construction programs. A substantial volume of legislation was enacted to implement the Federal-Aid Highway Act of 1944, in which congress authorized \$1.5 billion for the first three post-war years, allocated among the States on a matching basis.

Progress also was made in (a) safety legislation, where the emphasis was on financial responsibility provision governing motorists; (b) in measures to prevent the diversion of highway revenues to non-highway purposes; (c) in the elimination of arbitrary trade barriers between the States; (d) in the development of sound tax policies for the post-war period on

By LOUIS R. MORONY
*Automotive Safety Foundation in
American Highways*

Mr. Morony was requested to prepare this analysis as a general review of 1945 highway legislation. The report was drawn from legislative digests furnished by the National Highway Users Conference and the Automobile Manufacturers Association, for whose cooperation acknowledgment is gratefully made. Widely known among highway officials, Mr. Morony serves on the staff of the Automotive Safety Foundation as a consultant on highway transportation matters, and for three years has been on loan to the Highway Traffic Advisory Committee to the War Department. Formerly, Mr. Morony served in the motor vehicle and legal departments of Michigan State government. He also was executive director of the American Association of Motor Vehicle Administrators, and labor head of the field relations department of the Automobile Manufacturers Association.

motor vehicles and their use, and (e) in other fields closely related to highway transportation. These enactments will be reviewed briefly in this article.

With the release of wartime controls on the construction of roads and their use, which occurred in August, the long-awaited post-war period suddenly became a reality. Now many new and complex problems in all phases of highway transport confront the States. Unquestionably, in many States gaps in the post-war program must be filled; their legislative bodies will give consideration to various highway matters either in special sessions early next year, or in regular assemblies later. Arizona is in special session now, while the Missouri legislature continues in regular session.

In general, however, and viewed from the standpoint of the public's interest in safe, economic and pleasant highway and street communications, the 1945 record was good. The basis for future progress has been well and carefully established.

For several reasons, post-war road improvement was the most active phase of highway transportation dealt with by State legislatures this year. One reason was the sheer magnitude of the highway program, and its long-range importance to the public. Another was the earmarking of funds by congress for the first time to be applied to projects in urban areas. An annual authorization of \$125

million for this purpose has made necessary new and close cooperative relationships between cities and State highway departments in the development of urban highway programs. Still another reason for spotlighting road construction was the \$150 million annual authorization for farm-to-market roads, thereby calling for cooperative arrangements also between States and counties in carrying the program out. Plans for financing State shares of Federal-aid projects likewise made enabling and tax legislation necessary in some States.

The provision by congress for joint State-Federal designation of a new network limited to 40,000 miles, to be improved to high standards to handle heavily concentrated traffic, also called for considerable enabling legislation. This is the National System of Interstate Highways, now in progress of selection by the State Highway Departments and the U. S. Public Roads Administration, which will embrace only one-hundredth of the Nation's total road mileage, but when completed will carry one-fifth or more of total vehicular traffic, rural and urban.

A strong factor in the 1945 legislative picture was the leadership of the American Association of State Highway Officials, first in Washington, where the association called the attention of congress to post-war road needs as early as the spring of 1943, and later in outlining to the several States through an eight-point bill of particulars the enabling legislation required to implement the Federal-aid program.

A notable example of this type of enactment in 1945 was in provisions for controlling the access to certain rights-of-way, which is a necessary feature of modern expressway design to provide maximum safety and freedom from congestion on prime arteries of travel. Prior to this year's ses-

(Continued on page 40)

Eddie Caul's Place

**Bar and Package Goods
Dancing**

ORLANDO

— FLORIDA

"NEVA - ROT" Pine Creosote

A mild creosote for wood preserving. Apply
by painting, dipping, or spraying

Mfg. by

**Southern Pine Chemical
Company**

Box 389

JACKSONVILLE, 1, FLORIDA

"For longer life in exposed and moist wood."

APTE CANNING SALES CORPORATION

General Office—Western Union Building

Tampa, Florida

Canning Plants Located in

Tampa ★ Lake Garfield ★ Ellenton
Ochopee ★ Howey-in-the-Hills

HOMER ETT

**SAINT CLOUD
FLORIDA**

Haven Cab Co.

Corner 4th and Ave. A, N.W.

Phone 25-181

**CHARLES SMITH
Owner-Manager**

WINTER HAVEN, FLORIDA

Gentile Bros. Company

Growers - Distributors

Fruits and Vegetables

Winter Park

Florida

JOE WILLIAMS RESTAURANT

JACKSONVILLE

Two Miles Out Phillips Highway

**Steaks, Seafood
Chicken**

At Popular Prices

Open From 5 P. M.

Florida State Improvement Commission Makes First Report

Report of Four Months' Operations, July Through October, 1945 Purpose of the Report

SECTION 420.07 of the Florida State Improvement Commission Act requires that the commission shall publish at least three times annually "the details of its activities in such form as shall be deemed best calculated to serve the purpose of giving full publicity to all transactions had by, or proposed to said commission for its approval." The clear intent of this provision is to turn the light of publicity upon the commission's borrowing and financing operations, completed and uncompleted. The commission in its first four months of operations has neither borrowed money nor had before it proposals for financing by borrowings, however, and the report must therefore be concerned altogether with its administrative operations in discharging the several duties assigned to it by law and executive order. The report is presented in the following sections: Commission organization; expenditures; river, harbor, flood control, and beach erosion projects; aviation; surplus property; State building program.

Commission Organization

The commission was organized June 22, 1945 in Tallahassee, Governor Millard Caldwell was elected chairman and Mr. F. Elgin Bayless, vice chairman, and Mr. C. H. Overman selected as director and secretary to the commission. By Governor Caldwell's executive order, effective July 1, 1945, the offices, equipment, and files of the Florida State Planning Board were turned over to this commission. The staff of the planning board was employed by the commission.

A second meeting of the commission was held on September 12, 1945, in Tallahassee. The several actions of the commission at this meeting will be noted below in the sections of the report on the commission's functions which they affect.

Commission Expenditures

Comparison of expenditures against the commission's approved budget and total appropriation are as follows. It should be noted that the approved budget allocates only \$43,000 of the appropriation, with \$7,000 being held unallocated, in a reserve which can be used with the approval of the budget commission. Accordingly, percentages of expenditures reflect against both the budgeted amount and the total appropriation.

	Expr.	Bud.	% Exp. To Bu.
Salaries	\$6,873.32	\$29,740	23.11

Travel expense	896.87	5,000	17.93
Office Supplies and expense	292.55	2,450	11.94
Postage	637.03	750	84.93
Rent	632.52	2,460	25.71
Tel. & tel.	119.27	600	19.87
Miscellaneous	98.53	2,000	4.92
Total	\$9,550.09	\$43,000	22.21
% Expenditures to appropriations, 19.10.			

River and Harbor, Flood Control, and Beach Erosion Projects

The several Federal acts having to do with water control and usage, and particularly with respect to construction projects of the U. S. engineers, provide for varying degrees of State cooperation and review of proposed projects. By executive order, the commission has been designated as the official State liaison with the U. S. engineers, and the governor's representative, on such matters. The work is carried on under the commission's planning powers.

With respect to river and harbor and flood control projects, the commission acts as liaison between the U. S. engineers and the nine State agencies and departments which might conceivably have an interest in such projects. The State agencies, at the request of the commission, have been placed on a permanent mailing list of the several engineer offices to receive notices of hearing, investigations, et cetera. After public hearing and during the course of the district engineer's economic and engineering investigations, the commission reviews transcripts of the hearings and other pertinent data and circularizes the State agencies for an expression of their interest. Their views, if any, are consolidated and forwarded to the district engineer. A copy of the district engineer's report to the division engineer is reviewed, as well as a copy of the division engineer's report to the appropriate engineer board in Washington. The proposed final report of the chief of engineers to the War Department and the congress is submitted to the commission for final review and formal expression of the State's interest. Nineteen separate projects in this category have received some review, and four have been carried through to completion.

With respect to beach erosion studies, Federal law requires that all such studies be sponsored by a State agency. The commission at its meeting September 12, 1945, agreed to act as sponsor for local agencies and citizens provided that such groups furnished the sponsor's share of the cost, and Governor Caldwell issued an executive order on September 17, 1945, naming the commission as official State liaison and sponsoring agency.

One project, that for a study of erosion on Jupiter Island for the Jupiter Island residents committee, has been

officially received and proposed to the Beach Erosion Board of the U. S. Engineers Office. The commission has obtained guarantees as to payment of the sponsor's engineer and will require deposit with it, before the work is begun, of sufficient monies to cover other estimated costs plus a ten percent reserve.

Aviation

Section 420.06 (8) of the Florida State Improvement Commission Act provides that the commission shall "act as the official agency of the State in all matters affecting aviation under any Federal laws now or hereafter to be enacted" and more specifically charges the commission with the duty of cooperating with Federal, State and local agencies and private citizens and groups in the development of air commerce and facilities. In discharging these duties, the director has held several conferences with interested agencies and individuals and attended on September 18, 1945, a meeting of State aviation officials in Columbia, South Carolina, and on the same date at St. Petersburg, Florida. The commission, at its meeting September 12, 1945, agreed to employ an aviation consultant at an early date, and the director has interviewed and corresponded with some ten applicants.

Surplus Property

Section 420.06 (9) of the Florida State Improvement Commission Act charges the commission with the duty of assembling and disseminating (to State and local agencies) information on Federal surplus property and empowers the commission to make bids for the purchase of such property as agents for public agencies in the State. So large and complex is the Federal surplus disposal operation that a surprising amount of time and work has been put in on it, one technician being assigned full time and the director and other personnel being required regularly to devote attention to the operation. Several more or less separate activities and programs are involved.

Purchase of equipment and supplies. The commission has processed applications and lists of need and certified to the appropriate disposal agencies, the following:

State departments and institutions	33
Counties	25
County school boards	27
Municipalities	40
Nonprofit educational institutions	15

These institutions and agencies receive direct lists of available offerings in accordance with their expressed needs.

A number of special offerings and situations, of which the following are typical:

Orders for some 8,000 folding chairs, to be used throughout the State, were centralized and processed through the commission.

Beds and mattresses needed by the

**XMAS GREETINGS FROM
SPANISH PARK**

Joe Valdez

RESTAURANT & BAR

Telephone Y 1781

3519 E. Broadway

TAMPA 5

FLORIDA

THE PALMS
Mixed Drinks To Your
Liking
DANCING

LOUGHMAN

FLORIDA

**Herman J. Heidrich
& Sons**

Growers and Shippers of Fancy

Fruits and Vegetables

Main Office

ORLANDO, FLORIDA

Wilson Package Store

(Don't Drink Water)

**Liquors and Vintage
Wines**

Black Bass - Fisherman's Paradise

CRESCENT CITY, FLORIDA

F. W. Mills, President
R. E. Coleman, Traffic Manager

GEORGIA STAGES

Incorporated

ALBANY

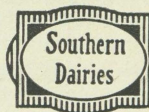
GEORGIA

ALFAR
CREAMERY CO.

Milk - Cream - Ice Cream

WEST PALM BEACH, FLORIDA

Serving All of South Florida



Sealtest

ICE CREAM
and **MILK**



62 N.E. 27th St.—Miami, Fla.
1223 S. W. First Ave.—Ft. Lauderdale, Fla.
512 Southard St.—Key West, Fla.

McLEAN - SIMS MACHINERY CO.

Construction, Industrial & Road
Building Machinery

Lima Draglines, Cranes, and Shovels
Insley Draglines, Cranes, and Shovels

John Deere Industrial Tractors
Diamond Crushing and Screening Equipment

Sales - Service - Rentals
PALATKA, FLORIDA

Florida A. & M. College were located and ordered.

The needs of the State and counties for tires and heavy road and construction machinery were surveyed and reported upon to the Department of Commerce in order to get a favorable allocation of such equipment to the State.

Special offerings of jeeps and new tires were brought to the attention of State department and subdivisions.

Arrangements were made for the State Road Department to acquire some 2,200 used tires at a very favorable price.

Order for three miles of twelve-foot chain-link fence was placed, at a considerable saving, for use by the several State institutions.

Work on surplus property has required constant attention and vigilance to stay abreast of changes in procedures and regulations. The director and two other staff members have made two trips to Atlanta in this connection, and on the director's two trips to Washington surplus property was perhaps the most important subject for discussion. The commission has joined with its counterparts in other Southern States to maintain pressure on the Surplus Property Administration in the protection of the interests of the State, including appearances before the Mead Committee by the Southern Governors and Procurement Officials. These activities have unquestionably influenced several favorable changes in policy and procedure.

Ten separate mailings, totaling about 5,000 pieces, have been sent by the commission to public agencies in Florida.

Army tool donation program. Late in October the commission was partly instrumental in obtaining extension, beyond the contemplated October 31st ending, of a program whereby the Army donates excess tools, machinery, and mechanical equipment to schools. In cooperation with the University of Florida inspections were made at the Marianna Air Base, Dale Mabry Field, and Camp Gordon Johnston, and applications for donation of more than \$100,000 worth of tools and machinery made up. Work on this program will be broadened, with every prospect that an immense amount of very valuable equipment can be obtained for the use of schools throughout the State.

Surplus real property. The commission has been acutely conscious of the opportunities inherent in the hundred-odd Army, Navy and other war installations which will be declared surplus in Florida. Negotiations with the Army and Navy were begun early in July for detailed information on these properties, with a view of fitting them into the expanding needs of the State and its political subdivisions. Considerable information has been accumulated and arrangements finally made to obtain other information as needed. The Surplus Property Administration

on October 14, 1945, requested local governments throughout the country to submit suggestions as to disposition of surplus installations; the commission will cooperate in the program and has already been in touch with many of the cities and counties affected in Florida. Of the specific installations in which the State is interested, the following are most important:

Dorr and Carlstrom Fields, Arcadia. Of very substantial construction, these two installations are under consideration for use as a branch of the State hospital, detention home, tuberculosis hospital, et cetera. Final decision as to use will have to be made by the State Cabinet, which has inspected the sites at the request of the commission. Formal waivers of local interests have been obtained, and the commission has notified the appropriate Federal authorities that the State desires to negotiate their acquisition.

Lodwick Inn, Avon Park. A 119-room hotel, together with other buildings and some land, have been inspected and notification of State interest forwarded to the appropriate Federal authorities. Use of this property as part of the branch State hospital is under consideration.

Riddle Field, Clewiston. Of very good construction, this installation is being considered as possible site for negro institutions—a school for delinquent girls, a branch of the deaf and blind school, et cetera.

Marianna Air Base, Venice Air Base, Don-Cesar Hospital, Drew Field. Hospital installations at these bases are under consideration as sites for regional tuberculosis hospitals.

Other sites have been inspected and eventually all surplus installations will have been considered. In this connection, an effort is being made to assist cities to obtain intact the existing hospital installations of adjacent bases. The commission conceived and directed the request of the city of Tallahassee for the hospital at Dale Mabry Field, and is preparing similar requests for other localities. It will attempt to obtain the hospital equipment at Camp Gordon Johnston for the new negro general hospital to be erected by the A. & M. College.

State Building Program

The several operations of the commission in connection with the State's building program are carried on under the commission's general planning powers, 420.06 (7), largely upon request of the Board of Commissioners of State Institutions.

Capitol Center. The Board of Commissioners of State Institutions requested the commission on July 31, 1945, to undertake the planning of the Capitol Center. Conferences were held with interested State and city officials, and it was finally decided to engage a city planner-landscape architect to lay out the general plan for the center. The city of Tallahassee has agreed to en-

gage the same planner to revise and bring its city plan up to date in harmony with the Capitol Center. As authorized by the commission at its September 12, 1945 meeting, the planner will be selected by a committee composed of Commission Members Bayless and Bannerman, Director Overman, and City of Tallahassee Manager Yancey. Application has been made to the Federal Works Agency for an advance to cover planning costs.

As part of its Capitol Center planning, the commission has worked with the Supreme Court Building Commission and obtained an agreement with the architect employed for this project for reduction of the fee by one percent in return for the commission's undertaking the job of detailed construction inspection.

The commission has handled the details of bringing up to date plans for the south wing addition to the State Capitol and getting it advertised for bids. In connection with this project, the commission, at the suggestion of Governor Caldwell, sent individual letters to some forty potential bidders calling their attention to the project and advising them that the type of bids received on this, the first large project to be undertaken by the State since the war, will influence the programming on some twelve-million dollars of other contemplated projects, and the selection of contractors.

Building inspection. The board of Commissioners of State institutions requested the commission in September to institute a program of periodic inspection of buildings under its supervision with a view of preventing in the future the serious depreciation and lack of maintenance now recognized to be prevalent among State institutions. Plans are now being made to institute this inspection program.

Farm Colony and Girls School. The commission was requested by the board of commissioners to plan and actively supervise a complete repair program for the Florida Farm Colony and the Industrial School for Girls. Some \$50,000 of repairs at the Farm Colony have already been contracted and specifications almost completed for an additional \$10,000. Specifications are now in preparation for the necessary work at the Industrial School for Girls. Work at the Farm Colony is under supervision by a resident employee of the Board of Commissioners of State Institutions selected by and responsible to the commission.

Over-all planning for the building program. On October 2, 1945, the Board of Commissioners of State Institutions requested the commission to maintain a running record of authorizations against the State building fund and other construction appropriations. On October 30, 1945, the commission was further requested to make an over-all survey of the needs of the several State agencies and institu-

tions and make an early report, revising the report from time to time so as to present an up-to-date picture of construction completed, underway, and needed. A tentative report of authorizations has been made, and work is underway on the extensive survey of needs.

1945 LEGISLATURES

(Continued from page 35)

sions, 15 States had approved such laws. In 1945 seven additional States—Connecticut, Indiana, New Hampshire, New Jersey, Oklahoma, Pennsylvania and Utah—provided for the construction of highways of this type. In New York the legislature changed the definition of its statute from “limited access” to “controlled access.”

In general reorganization measures affecting highway departments or the legislative study of highway needs, California, Kansas and Pennsylvania approved outstanding bills this year. The California measure provided for the appointment of a joint fact-finding committee on highways, streets and bridges, to investigate and appraise all facts relative to highway needs and costs, and the allocation of such costs between the users of highways, streets and bridges. The Kansas measure authorizes a legislative council to study the various county and township road systems. In Pennsylvania a 1945 enactment created a special legislative committee to study and report on subjects relating to the construction, maintenance and supervision of the State's highway system.

Special financing provisions for the Federal-State program were made in Delaware, Kansas, Maine, Montana, New Mexico and North Dakota with approval of road construction bond issues and debentures. Appropriations for matching Federal funds were voted in Maine, Arkansas, Ohio and California, the latter through means of constitutional amendment. Idaho, Kansas, Montana, Nebraska and South Dakota approved laws permitting local governments to levy extra road taxes for the same purpose. A great many other proposals involving increased taxes were considered in 1945 sessions, and a general appraisal of legislative attitude and actions on this subject is presented below.

Under the general heading of enabling legislation to implement the post-war highway act were numerous new laws giving assent to the provisions and requirements of the Federal act, or making appropriate provisions in existing State laws for qualification under the amended Federal - aid measure. Important progress also was made in line with suggestions of the American Association of State Highway Officials, in which the American Municipal Association joined, for development of cooperative relationships between States and cities. In some

ICC Number MC 42318
HOWARD HALL CO., INC.
Interstate Motor Carriers
★ Serving Alabama, Florida and South Georgia
3130 Third Avenue, South
BIRMINGHAM, ALA. Phone 7-6111

**KOWKABANY'S LIQUOR
STORES**
700 MYRTLE AVENUE
JACKSONVILLE ★ FLORIDA

PONTE VEDRA COUNTRY CLUB
Jacksonville Beach - St. Augustine Highway
PONTE VEDRA BEACH FLORIDA

A. R. COGSWELL
"SINCE 1921"
Blue Prints - Photostat Prints - Engineering Supplies
223 HGGAN STREET JACKSONVILLE, FLORIDA

EPPINGER AND RUSSELL CO.
Wood Preservers Since 1878
PRESSURE TREATED FOREST PRODUCTS
CREOSOTE—CHROMATED ZINC CHLORIDE
PLANTS
Jacksonville, Fla.
Long Island City, N. Y.
Norfolk, Va.
OFFICES
Jacksonville, Fla.
80-Eighth Ave.
N. Y. City

**JACKSONVILLE TRUCK
SALES, Inc.**
2325 W. Beaver
Jacksonville 3 Florida

cases where it was believed necessary authorization was given to State highway departments to cooperate with political subdivisions of the State in carrying forward the program.

New provisions in the Federal law concerning availability of funds for railroad-highway grade crossing elimination also resulted in some legislation necessary to permit State participation.

The problem of acquiring rights-of-way, often a serious stumbling block in the path of orderly highway improvement, received an unusual amount of attention this year. Bills designed to facilitate land acquisition for this purpose were approved in New Jersey, Pennsylvania, Colorado, Utah and Georgia.

Interest in the urban side of the program was matched in the States by a similar interest in the improvement of secondary or farm-to-market roads. The \$150 million per year authorized by Congress for these roads is six times greater than any previous annual authorization. Under general policy laid down by congress, expenditure is limited to the principal secondary routes, rather than attempting to spread funds over the millions of miles of roads which are of land service character but of minor traffic significance. One of the problems therefore is the designation of secondary roads eligible for Federal-aid projects, and in some cases legislative action to this end was deemed necessary. Kansas and North Dakota provided for the creation of secondary road systems, and West Virginia set up a formula for the allocation of monies for the maintenance of these roads. (No Federal funds are applicable to maintenance costs.)

In Minnesota a 1945 law authorizes the commissioner of highways to furnish special services to counties in processing secondary road projects. Nebraska's unicameral legislature voted a property tax levy of one mill for the purpose of matching the Federal funds for secondary projects.

The problem of parking came up for consideration in 1945 sessions. It is due for considerable action in future years as recognition of parking as an integral phase of the highway transportation system increases. The trend as indicated thus far is toward enactments authorizing the various subdivisions to acquire land and issue bonds for the construction of parking facilities. A Michigan act, for example, authorizes any country of the State to maintain and regulate parking lots on land owned by the county. The establishment of special parking authorities in metropolitan areas also was advanced for legislative consideration this year as a means of meeting the problem. No Federal funds are made available for parking or terminal facilities, congress holding to the position that this is a local and not a Federal responsibility.

With traffic accidents off the front pages during the war years (safety has

gone back to the front page since V-J Day) the considerable amount of safety legislation this year may be surprising to those who have not canvassed the 1945 laws.

One explanation lies in the fact that the uniform financial responsibility act, which is held out as a model for States, was substantially revised during the summer of 1944 in conformity with the best thinking based on national exper-

Buy Bearings from Bearing Specialists
FLORIDA MOTOR SERVICE, Incorporated
 "The Drive-in Parts House"
 Distributors
FAFNIB R. B. C. TIMKEN
BEARINGS
 624 W. Adams St.—Phone 5-6244
JACKSONVILLE FLORIDA

RUBIN
IRON WORKS
 —
 608 E. 11th St.
 —
JACKSONVILLE, FLORIDA

THE SEABOARD OIL COMPANY
 Distributors of Pure Oil Company Products
GENERAL OFFICES AT JACKSONVILLE, FLORIDA

WOODSTOCK SLAG CORPORATION
 Transportation Building
BIRMINGHAM, ALABAMA
FLORIDA OFFICE JACKSONVILLE, FLORIDA
 Phone 9-1524 P. O. Box 2246

Jacksonville - Orlando - Miami - Tampa - Atlanta
LONG DISTANCE MOVING
Suddath Moving & Storage Co.
 (Incorporated)
 5-0400—PHONES—5-0401
 315-19 East Bay Street
JACKSONVILLE FLORIDA
 Personal Supervision Fireproof Storage

GILBERT SYSTEM HOTELS
Where a Welcome Awaits You
IN FLORIDA: **IN OTHER STATES:**
BARTOW Gilbert-Oaks **BIRMINGHAM, ALA.**
DAYTONA BEACH Dixie **MOBILE, ALA.** Gilbert's St. Andrew
 Gilbert Orange Villa
GAINESVILLE **ATHENS, GA.**
JACKSONVILLE Briarcliff Apt. Hotel **ATLANTA, GA.** Byron Apt. Hotel
 DeSoto **AUGUSTA, GA.**
 Gilbert **RAINBIDGE, GA.**
KISSIMMEE **DOUGLAS, GA.**
 Gilbert-Arcade **THOMASVILLE, GA.**
LAKE LAND **WAYCROSS, GA.**
 Gilbert-Washburn **INDIANAPOLIS, IND.**
MELBOURNE **LOUISVILLE, KY.**
 Dixie **BALTIMORE, MD.** Altamont
NEPTUNE BEACH **UTICA, N. Y.** CHATTANOOGA, TENN.
 Beach Gilbert's Neptune **KNOXVILLE, TENN.**
PALATKA **Gilbert-Ellis**
PENSACOLA **Gilbert-Stratford**
ST. AUGUSTINE **CHRISTIANSBURG, VA.**
 Gilbert-Plaza **Gilbert's Virginia Inn**
ST. PETERSBURG **NORFOLK, VA.**
TAMPA **WASHINGTON, D. C.**
TALLAHASSEE **YOUR HOME**
 Gilbert's Dixie **AWAY FROM HOME**
WEST PALM BEACH
MAIN OFFICES
 17 S. Lee St.
 P. O. Box 2324
 Jacksonville 3, Fla.
 Mrs. June Gilbert Smith, President
 Mrs. Ann Gilbert, Secretary-Treasurer
 W. W. Walker, Jr., Executive Vice-Pres. and General Manager

ience. Legislatures this year continued the trend which has been apparent for some time toward regulations which require the person who uses the highway to prove himself able to respond for losses incurred through his misuse.

Georgia and Nebraska enacted financial responsibility laws, the latter enactment conforming with the model bill. Important revisions of existing statutes were made in Maryland, Illinois, Minnesota, Pennsylvania and Wisconsin. Numerous States adopted minor amendments to present laws.

In North Carolina commissions were created to study and report on financial responsibility and motor vehicle inspection.

Throughout the country, various other measures were approved to bolster State safety programs: certain provisions of the uniform code regarding accident reporting, vehicle identification and marker lights were voted in California, Colorado, Idaho, Maryland, and Nebraska; the jurisdiction of the State police was extended in Connecticut; vehicle speed limits in residential districts of Delaware were reduced from 35 to 25; Illinois adopted a law providing for greater safety of commercial vehicles.

In Minnesota the highway patrol was increased from 126 to 151; State and local motor vehicle laws were clarified for purposes of uniformity; official brake testing stations were established; financial support was given to local safety councils; provision was made for two-way radio in highway patrols, and the use of white canes by the blind as a means of pedestrian control was authorized. The latter measure also was adopted in Washington.

Nevada broadened the personnel of its State police; a new Hampshire measure requires inspection of school buses before use; New York authorized the establishment of traffic violation bureaus in second and third class towns; Pennsylvania repealed the double-deck law; South Dakota provided for pedestrian control by local government units; Washington created a commercial vehicle safety division to bring about uniformity of Federal and State regulations, and Maine stepped up the permissible speeds of commercial vehicles. In several States legislation provided for uniformity of traffic signals. Also in the category of safety legislation was the liberalization of driver licensing laws in a number of States, with respect to age requirements and also as to returning servicemen.

In considering safety legislation, it is necessary again to recall that 1945 sessions came during the war period. It is anticipated that future legislatures will give considerable attention to strengthening regulatory traffic laws, and toward upgrading traffic personnel. Many State departments have delayed filling vacancies pending the return from war service of trained and experienced men.

The demand for additional personnel and for training facilities, especially for highway patrol and driver licensing, can be expected to accompany the present growing toll of deaths and injuries from accidents.

A considerable amount of legislation this year was directed toward greater uniformity among the States in the regulation of motor vehicles and their use, which includes the removal of arbitrary trade barriers at State boundaries.

In the field of vehicle sizes and weights, Delaware, Nebraska, Oregon, and Vermont extended temporary increases made during the war emergency. Pennsylvania made the temporary increases permanent. Arizona, California, Colorado, Delaware, Illinois, Iowa, Kansas, Florida, Minnesota, North Carolina, North Dakota, New Hampshire, New York, Ohio, Oregon, South Carolina, Tennessee, Texas, Vermont, Washington, Wisconsin, and Wyoming

R. & R. LIQUOR STORES

Jax Leading Retail Liquor Dealers

Office and Warehouse:

618-620 W. Adams Street

Phone 5-2326-27

JACKSONVILLE, (A), FLORIDA

FLETCHER'S RESTAURANT

Bar and Package Goods Cocktail Lounge

Adams at Julia Streets

Jacksonville

Florida

THE KEYSTONE TOURIST COURT

5 Miles South Apopka

U. S. 441

BEER — WINE
SANDWICHES

VET—USMC

C. D. WONSETLER

Phone 3-9205 - Open All Night

QUIN SE WILLA BAR AND NITE CLUB

B. A. (Deacon) KIRKLAND

WINE - DINE - DANCE

3 Shows Every Night and
A Real Orchestra

Edgewater Ave. & Beaver St.
JACKSONVILLE, FLORIDA

FLORIDA GLASS MFG. CO.

Glass Containers

Jacksonville

Florida

THE ROAD THAT LEADS TO BETTER

ENGRAVINGS

RESPESS ENGRAVING CO.
QUALITY SERVICE
LINE COLOR HALFTONE
JACKSONVILLE, FLORIDA

CONCRETE GRIPS TIRES IN EMERGENCIES



Safety is an extra dividend of enduring, economical concrete pavement

When you've got to stop—
quick—you're thankful for the
way concrete grips tires.

But concrete's safety is not limited to emergencies. Concrete pavement, besides being uniformly skid resistant, is highly visible at night. Its even, flat crowned surface carries you and your family with maximum safety and security night and day.

No community planning new roads or streets need forego the safety of concrete. Moderate first cost, low maintenance and long life make concrete a true "low cost pavement."

PORTLAND CEMENT ASSOCIATION

Dept. B12-37, Hurt Bldg., Atlanta 3, Ga.

BUY VICTORY BONDS

all liberalized their size and weight limitations this year. Broad reciprocity bills were approved in Arkansas, Indiana, Maine, New Hampshire, and South Carolina. Illinois and Wisconsin legislatures authorized reciprocal agreements.

Reference was made earlier to special financing arrangements in some States in connection with the post-war construction program. In addition, Arkansas proposed a constitutional amendment authorizing counties to levy for road purposes up to 10 mills on each dollar of taxable property, and levies of additional taxes by road districts were authorized in Idaho, Kansas, Montana, Nebraska, and South Dakota.

In Idaho, Iowa, and Kansas the legislatures increased the tax on gasoline 1 cent per gallon; in Oklahoma it was raised 2 cents. Constitutionality of the Iowa measure is before the courts for decision. The Kansas statute provides for the revenues to be used for amortization of anticipation warrants issued to finance the State's share of matching funds. When the warrants are amortized, the increase expires.

There was also some toll legislation, with Idaho repealing its toll bridge acquisition act, which had imposed an excise tax of one mill per gallon of motor fuel, and New York levying tolls on the Sawmill Road and Westchester Parkway to repay the Federal government for the Federal-aid funds granted in the construction of those facilities. (The New York supreme court upheld the legislation.) South Dakota and Texas laws authorize the acquisition, maintenance and operation of toll bridges by local units.

In approaching the problem of financing post-war highway improvements, the general attitude of legislators in 1945 was one of watchful waiting. If there is going to be any major change in the motor tax structure in the direction of increases, the burden is going to be placed squarely upon advocates of such change to make a strong case in each instance for the necessity of an increase. This trend of thinking by legislators was strengthened by the fact that in many States surplus funds for public works accumulated during the war period. Highway departments now swinging into construction work, after the four-year moratorium, are utilizing these reserve funds in many cases.

In each State legislative year, the movement toward constitutional amendments to reserve highway revenues for highway purposes gains momentum, and 1945 was no exception. Five additional States followed this course, with legislation in Indiana, Maryland, Pennsylvania, Tennessee, and Texas proposing constitutional amendments for this purpose. The Texas enactment would allow 25 percent of the revenues from motor vehicle taxes to be used for school purposes.

Illinois passed a resolution opposing diversion, and Delaware approved a bill which, in principle, takes the same position. Montana enacted an anti-diversion statute.

The use of highway revenues for other than highway purposes was permitted in Florida, New Jersey, Oklahoma, Pennsylvania, Washington, and Wisconsin laws. The New Jersey law places all motor vehicle revenues in the general fund. Washington has what is in effect an anti-diversion amendment to its constitution, but enacted a measure providing funds from highway revenues for municipal research.

Among other miscellaneous 1945 laws related to taxation were measures prescribing fees and providing registration for various types of equipment used on the highways. A Maryland bill provided authority for a permanent vehicle registration system. In Wisconsin a new system was established whereby license plates expire one year from date of issuance.

J. H. CHURCHWELL CO.

Manufacturers and Distributors of
CLOTHING AND SHOES
Jacksonville — Florida

THE H. & W. B. DREW CO.

NEW AND REBUILT LEVELS

Transits Repair Service - Blue
Printing

Agents—KEUFFEL & ESSER CO.
Jacksonville, Florida

RAYONIER

Incorporated

Fernandina Division

Manufacturers of Dissolving Pulps
for

Conversion to Rayon, Cellophane
and Cellulose Products
Fernandina, Florida

STEVENS SOUTHERN COMPANY

Not. Inc.

WELL DRILLERS
Post Office Box 2820

PUMPS
Jacksonville 3, Florida

\$3.00

ORANGES
EXPRESS PREPAID ON 45 LB. BOX
(East of the Mississippi River)
POMONA CITRUS PACKERS
POMONA PARK, FLORIDA

NATIONAL CONTAINER CORP.

4300 Tallyrand Avenue

JACKSONVILLE

FLORIDA

ST. JOHNS RIVER LINE COMPANY

10 South Newnan

Jacksonville, Fla.

SAFETY CABS, INC.

Individual State Tours ★ Sedans ★ Sightseeing ★ Baggage Transfer
Insured Armored Truck Service ★ Payrolls ★ Bank Deposits
OFFICE: TERMINAL STATION JACKSONVILLE, FLORIDA
Authorized and Bonded Agents All Railroads and Steamship Companies
GUY MARVIN, President E. G. SIMPKINS, Vice President-Secretary

PETROLEUM CARRIER CORPORATION

General Offices

JACKSONVILLE

★

FLORIDA

M. O. HUCK PAINT COMPANY, Inc.

ENGINEERING - STRUCTURAL & SPECIFICATION PAINTS
Spray Painting - Heavy Duty Steam Cleaning Equipment
JACKSONVILLE - FLORIDA

MARKHAM BROTHERS & COMPANY

TOMATO AND BEAN CANNERS

"TWIN OAKS" AND "OAK HILL" BRANDS

OKEECHOBEE, FLORIDA

DIXIE CULVERT & METAL DIVISION

ARMCO DRAINAGE & METAL PRODUCTS, INC.

Jacksonville, Florida

AMERICAN MACHINERY CORPORATION

Manufacturers

FRUIT AND VEGETABLE PACKING AND CANNING EQUIPMENT

MAY-COBB FERTILIZER DISTRIBUTORS

ORLANDO, FLORIDA U. S. A.

Phone 6184

Cable Address—PacRite

STEWART PACKING COMPANY

GROWERS - SHIPPERS

FLORIDA CITRUS FRUITS

AUBURNDALE



FLORIDA

Winter Haven Citrus Growers Association

E. S. HORTON, Manager

R. D. SAGE, Secretary-Manager

P. O. Box 312

Winter Haven

L. L. HALL CONSTRUCTION COMPANY

GENERAL CONTRACTING

P. O. Box 2179

2014 Dennis St.

Phone 5-3572

JACKSONVILLE, FLORIDA

POLK PACKING ASSOCIATION

GROWERS - SHIPPERS - CANNERS

ORANGES

--

GRAPEFRUIT

--

TANGERINES

WINTER HAVEN, FLORIDA

NEW FACTORY TO HELP BLIND IS PROJECTED IN JACKSONVILLE

Charter of incorporation for a new industry which will be a boon to blind-Jaxons who wish to be self-supporting was granted over the weekend by Judge Claude Ogilvie in circuit court. With the issuance of the charter officials of the new organization—to be known as Florida Institute for the Blind—began a search for a site suitable for the starting a factory to be devoted to broom and mattress making and other industries in which the blind can participate.

Clarence Boree, organizer of the plan, said the factory is to be operated on a nonprofit basis for the benefit of blind and other handicapped persons and at the beginning will employ 18 persons. Others will be added as conditions permit.

Boree will act as general manager and president of the institute with a business staff and advisory council of residents representing various local civic organizations. The council will formulate policy and guide the corporation while members of the executive staff will be blind persons working with the institute.

While broom making will be taught at the factory here, eight of the blind registrants will be sent to a special school at Asheville, N. C., to study mattress making. The latter course will take six or eight weeks. The students will be paid as they attend school.

Because the institute will also train blinded war veterans it is expected the equipment will be furnished by the Federal government.

Executive members of the corporation, who will also serve on the advisory council with the volunteer members, are: Boree; Eugene Francis Lane, vice president; Hewson P. Benedict, secretary-treasurer; and Mrs. Nellie Ball, executive secretary. With the exception of Mrs. Ball, all of these officers are blind.

James Bragaw, zone chairman of Lions International, has been named chairman of the council. Bragaw has been assisting Boree in the establishment of the corporation.

Joseph N. Roberts, representing veterans of both wars, will serve as vice chairman. Blind since 1934. Roberts is a member of all the recognized veterans' organizations and holds high office in several local groups, including judge advocate of the Disabled American Veterans, a past commander of DAV, and chairman of the labor committee of Post 9 of the American Legion. As vice chairman, he will be active in placing blinded and otherwise handicapped veterans with the institute.

Other members of the council are: William Catlin, of the Exchange Club; Charles H. Hilty, president of the Downtown Host of Lions International; Miss Josephine Miller, president of the Springfield Women's Club; D. Wilmore

Bremer, of the Kiwanis Club; and Malcolm E. Hughes, of the Riverside Lions Club.

Donations for the establishment of the concern have been made by local residents, although no organized drive for funds has been carried out. The purpose of the institute, according to Boree, is to allow blind persons, who are capable of skilled work, to occupy themselves and to become self-providing.

Roberts calls blindness an inconvenience rather than a handicap and brings the support of all veteran groups to the institute, declaring, "The Blind of Florida have been neglected, and such a program will benefit both the blind and the community."—Jacksonville Journal.

ANNIVERSARY OF A SALE

Tomorrow—October 22—marks the 125th anniversary of the signing by the King of Spain of the treaty of cession whereby Florida came under the flag of the United States. It was a treaty of purchase—the United States paid to Spain a stated sum for the territory then known as Florida, which extended far beyond the present limits of this State.

In those 125 years Florida developed from a wilderness to a wonder-State—from an untrodden waste to a progressive and prosperous commonwealth. Yet the real growth of the State has been made during comparatively few of those years. It was not until the beginning of the present century that Florida found itself and the rest of the world began to find Florida.

The wilderness named Florida which Spain sold to the United States 125 years ago has farms and groves yielding \$350,000,000 a year; it ships more than \$300,000,000 of agricultural food products a year; its manufactured products total \$200,000,000 a year; it entertains two million tourists each season; it has a population of more than 2,000,000; it is one of the two States of the Union which had a population gain of more than 50 percent in the last census decade; it has been an Army, Navy and war production center during the war; it is the first State in the South in retail trade increase.

The vast area bought from Spain was later subdivided and created into States. Florida is from every standpoint the greatest of these States.

Florida was admitted to the Union 100 years ago this year. Because of war conditions, there was no worthwhile celebration of that important anniversary. Little attention is paid to this other anniversary.

But Florida is conscious of its importance, proud of its growth and development, assured of its greater future. It is a land blessed by God and nature, the best place on earth to live in, to work in, to play in.

Uncle Sam made a "good buy" 125 years ago.—Tampa Morning Tribune.

Gas Tax Should Be Used For Highway Purposes Only

The overwhelming majorities piled up last Tuesday by voters in Kentucky and Pennsylvania in favor of constitutional amendments prohibiting the use of highway funds for non-highway purposes should serve as a cue to the State of Florida in planning its own future road system and fiscal policies. Glen P. Woodard, Jr., executive secretary of the Florida Petroleum Industries Committee, declared.

Based on returns received up until today, indications are that the amendments restricting to highway use only, the revenues received from gasoline and other automotive taxes, would pass by a vote of three to one in Kentucky and six to one in Pennsylvania. Returns from 7,210 of Pennsylvania's 8,231 precincts showed 536,000 votes for the amendment and 86,000 against.

Mr. Woodard attributed the sweeping victory accorded the measures in both States to a desire on the part of the people to safeguard road funds against dissipation in order to insure their availability for highway construction projects as a cushion against imminent post-war unemployment; and the deteriorated condition of highway systems caused by the heavy strains imposed by a Nation at war.

Florida diverted \$14,000,000, or more than 43% of the total motor vehicle imposts collected during the last peacetime year according to figures issued by Mr. F. Elgin Bayless, chairman of the State Road Department.

Mr. Woodard declared that "It would be a wise policy for this State to throw an ironclad safeguard around highway funds with a constitutional amendment prohibiting their misuse through diversion to other purposes.

"Gasoline and other automotive taxes were inaugurated by this State to provide funds for highway construction and improvement. We, however, have not adhered to this sound practice. Future raids on our highway fund is one of the greatest potential threats to the economy of our highway system, in addition to being a gross injustice to the motorists who are paying for roads and not getting them."

Mr. Woodard declared that "A constitutional amendment guaranteeing the integrity of the highway-user tax dollar would result in a lower gasoline tax rate, better roads, better business conditions and easy access to market for our farmers. Passage of the amendments in Kentucky and Pennsylvania now brings to eighteen the total number of States with constitutional safeguards around their road funds. Our legislature should immediately take the necessary steps to allow the people of Florida to vote on such a measure."

FOURTH ESTATE

(Continued from page 13)

will emphasize not only Florida's tourist attractions but also its agricultural, industrial and commercial advantages.

Of these advantages, the State boasts many, some not so well known. For example, the magnitude of Florida's cattle industry no doubt will prove a surprise to thousands of residents of other States.

Yet this industry and others already established as well as new ones certain to come to the State offer promise of a sound, year-around economy.

And, of course, Florida will always welcome tourists.—Tampa Daily Times.

Florida's Diversified Assets

CONGRESSMAN PETERSON, talking a few days ago to Radford Mobley, Washington correspondent of the Miami Herald, said that Florida has more diversified resources than any other State, and that the war, which has brought on the use of substitutes, will increase that diversification. Asked for details, the congressman said:

When I look over our State from Santa Rosa County to Dade, I see cattle, forests, naval stores, tung oil, cork-oak, wallboard, plastics.

I see ramie, citrus, dehydrated juice powder, frozen orange juice, limestone, kaolin, zircon, flint.

I am not even mentioning our ship-building and tourist industries. Only some of the things that the war has made us think about.

Did you know a glass manufacturing company is moving to Jacksonville? Did you know products such as rutile, which we once imported, is now being shipped out of Florida?

Are you aware that Florida's limestone will be used in every State in the post-war period? That Florida wallboard and other light-weight plastic materials from the palmetto create a new industry in itself? That the government believes ramie is here to stay, replacing hemp? That you will be drinking powdered orange juice that tastes exactly like the real thing? That we will make alcohol and yeast from citrus waste?

Florida may not have the basic metals but she has the wherewithal to get along in a modern world.

"Pete" is well-informed, and his optimism is founded on facts. Florida has the "wherewithal," and will use it to the utmost advantage.

The new Florida Advertising Commission should ask our congressman to write some of its "copy."—Tampa Morning Tribune.

COUNTY ACTIVITIES

(Continued from page 31)

old courtroom in the historic old courthouse at Central avenue and Main street.

■ Proposal has been made by Chair-

man Charles H. Crandon, Dade County commissioner, for a charge of twenty-five cents parking fee at Matheson Hammock Park when it is reopened after the hurricane damage is repaired. Crandon said the county should have a little help in maintaining the park and beach.

■ H. E. Boyd of Terra Ceia, and George W. Dillon of Bradenton, have been appointed by Governor Caldwell as members of the Manatee County jury commission. The commission was created by a special act of the last session of the legislature.

■ Two Indian River residents, Dr. L.

F. Luckie and T. W. Cobb are taking special courses for county service of-

FLORIDA GRAVEL CO.

DAY & NIGHT PHONE 44

Chattahoochee, Florida

Shipping Point: Chattahoochee River, on the SAL Railway. Apalachicola Gravel & Quartz Sand, for use in connection with the making of the Strongest Concrete, and Surface Treated Pavements where permanence and non-skidding is desired.

CONCRETE BLOCKS AND OTHER PRODUCTS

Water Filtration & Sewage Treatment Sand & Gravel

VAN KLEECK COMPANY

Electrical and Plumbing Supplies—Lumber, Brick, Lime, Cement

Panama City

Phone 54

Florida

THE BAY LINE

ATLANTA & ST. ANDREWS BAY RY. CO.
ST. ANDREWS BAY TRANSPORTATION CO.

Freight and Passenger

Rail and Highway Service

Hardaway Contracting Company

General Contractors & Engineers

INDUSTRIAL PLANTS
FOUNDATIONS
DOCKS & TERMINALS
WAREHOUSES

DAMS & POWER PLANTS
BRIDGES
HIGHWAYS
RAILROADS

General Offices

Columbus

Georgia

COASTAL STAGES

SERVING ALABAMA

and

COASTAL FLORIDA

J. E. Cannon & K. B. Cannon, Owners
John H. Peach, Jr., General Manager

FLORALA

ALABAMA

MAGNOLIA BAR & OFFICERS CLUB

Bishop Brothers, Owners

CAFE IN CONNECTION

Fort Walton

Florida

ficers at Bay Pines. County commissioners expected to make an appointment of its service officer at its November meeting.

■ Duval County, through its county engineer, Arthur N. Sollee, was asking for bids for the erection of a dog pound at the county prison farm for impounding unlicensed animals found outside the city limits.

■ The recently named Polk County service officer, Mr. Cecil H. Pillans, has announced the opening of an office in the courthouse annex at Bartow. He also announced that he will provide an itinerary within the next few days, which will make his service conveniently available to each community in the county.

CITRUS GROWERS WARNED

(Continued from page 29)

Anderson did not suggest that the citrus industry wait for government aid. Instead, he urged that tree plantings be geared to demand; that varieties and types of fruit be improved; that research be continued, and that every effort be made to keep fruit moving to more and more consumers.

"You need to do everything possible," he added. "To cut down the cost of production and marketing. Otherwise, growers and marketing agencies with high costs "may encounter serious difficulties."

He said the government could not buy fruit for which it has no use. A little may be used in school lunches he added, and UNRRA may take some, either fresh or processed, but so far has made no commitment.

The government will help, he said, but the greatest single factor affecting the prosperity of the producer will be employment and purchasing power in the cities.

Anderson reviewed aid given the industry and other Florida products by the Department of Agriculture, including present work on the South American disease known as tristeza. This was his only reference to this disease, for which Florida citrus interests are seeking government and other aid for a research campaign.

He said he had been asked about crop insurance for citrus, but was not ready yet to tackle it. He said he was not opposed to citrus crop insurance and would like to see it succeed, but actuarial data on which to base a sound program has not yet been worked out.

Secretary Anderson was accompanied on his tour of citrus producing section by Commissioner of Agriculture Mayo and an escort of leaders in agricultural and business circles.

These included Warren Roberts, Orlando editor; Phil Peters, Winter Garden; Vernon Saurman, Clearwater; C. W. Fox, Orlando; Judge W. L. Tilden, Orlando; Murl Pace, Orlando; Marvin Walker, Lakeland; R. D. Keene, Orlando; Cong. Joe Hendricks, DeLand;

H. M. McNutt, Orlando, and Frank Holland, Winter Haven.

The trip included visits to the canning plant of Southern Fruit Distribu-

tors, Orlando; United States Department of Agriculture Laboratory, Orlando; Plymouth Exchange Plant, Florida Foods Inc., Plymouth.

McRAE SERVICE STATION

Corner Monroe and Tennessee Streets

"STANDARD OIL PRODUCTS"

I appreciate your patronage when in Tallahassee

TALLAHASSEE

FLORIDA

SHERRILL OIL COMPANY

Distributors of Pure Oil Company's Products

PENSACOLA

★

FLORIDA

M. D. Taylor, Pres.

R. P. Taylor, V. Pres. & Treas.

C. R. Straughn, Secy

MAIN STORE—212-16 E. Three Notch St.—ANDALUSIA, ALABAMA

TAYLOR PARTS & SUPPLY CO., Inc.

Distributors of AUTOMOTIVE SUPPLIES, TOOLS & SHOP EQUIPMENT

BRANCH STORE—PANAMA CITY, FLA.—H. F. Moore

MEXICAN PETROLEUM CORPORATION

ASPHALT FOR ALL TYPES OF PAVING

NEW YORK, N. Y.

122 E. 42 St.

R. L. BANNERMAN

113 E. Park Ave.

Tallahassee, Florida

North Florida Offers:

Splendid Climate

Ample Port Facilities

Choice Industrial Sites

Deep Water Harbors

Ample Water Supply

Good Railroad Freight Service

Intracoastal Shipping (Inland Waterways)

Natural Gas (Pensacola Area)

Reliable Electric Power Service

Gulf Power Company

General Office: Pensacola, Fla.

OTHER OFFICES AT: Bonifay, Century, Chipley, Crestview, DeFuniak Springs, Fort Walton, Graceville, Milton and Panama City.

AMONG OTHER TOWNS SERVED: Bagdad, Baker, Brownsville, Campbellton, Cantonment, Caryville, Destin, East Pensacola, Ensley, Jay, Laurel Hill, Lynn Haven, Milligan, Millview, Molino, Niceville, Ponce de Leon, Springfield, Valpariso, Vernon Warrington, West Bay.

IT HAPPENED

(Continued from page 33)

seized by her hair, knocked nearly unconscious, dragged to a car in front of her home and dragged behind the moving machine for 100 feet over a rough coral rock surface.

★ A letter of thanks for the welcome given soldiers passing through West Palm Beach on troop trains was received by Captain Francis B. Young from Lt. R. L. Wise, Pasco, Wash. Lt. Wise said they were made to feel like hometown kids when they came through on their way to Camp Blanding and he remembered, especially, one little old lady's friendliness to an American-Japanese officer.

★ The city of Ocala is giving away 36 lots in batches of 12 each to honorably discharged veterans of World War II. The first drawing has been held, another will be held in six months and another in a year. The veteran receiving a lot must agree to build a home on the site within a reasonable length of time after materials become available.

★ The home of a returned soldier in legal jeopardy was saved for him in a behind-the-scenes drama at a public sale of tax delinquent property on November 5. The Apopka soldier's father had purchased a lot and tumble-down shack as a present for his son, the soldier had spent \$600 to improve the property as a home, but it was found the man who sold the property to the soldier's father had no title to the land whatever and it had reverted to county ownership in 1939. When the property was offered for sale, the soldier made a bid of one dollar higher than the \$15 bid by the first bidder and bang went the gavel. Sold, announced Circuit Court Clerk Clarence M. Gay of Orange County.

★ The city of Miami recently got notice from its landlord, the Dade County commissioners, to move. It seems the county commission needs some of the space occupied by the city in the county courthouse immediately and will need all this space within two years.

★ Miss Rose Angell, successful Kissimmee subsistence farmer, raises giant spineless cactus, which she harvests and makes into pulp for cattle feed. She says this cuts her winter feed bill in half.

KEEPIN' 'EM ON THE FARM

After World War I there was a tuneful and popular query about "how ya gonna keep 'em down on the farm now that they've seen Paree?" After this war, however, Florida for one has a neat answer to that question

—the best possible answer. Farming in Florida pays. This week's (Nov. 19) business review of the Florida State Chamber of Commerce shows that Florida farmers reduced their collective debt by 23 percent during the year 1944, and that farm debts in the State have been reduced by one-third during the past five years. Only eight other States made a better showing than this.

Result? William L. Wilson, director of Florida State Farm Markets, says that a veritable "back to the farm" movement is under way in this State, and particularly points out that "large numbers of war veterans are returning to their normal agricultural pursuits in every county in Florida." They may have seen Paree and a lot of other places, but the good Florida earth still looks good to them.—Jacksonville Journal.

M. B. OGDEN

Construction and Material Handling Equipment

Telephones 7-4323—7-5487

2342 Edwards Avenue

JACKSONVILLE, FLORIDA

QUILLIAN'S CONCRETE

TRANSIT MIXED
CONCRETE

P. O. Box 68

DAYTONA BEACH, FLORIDA

In Daytona Beach

THE SHERATON PLAZA

On The Ocean
And

THE PRINCESS ISSENA

For Gracious Living

Sheraton Resort Hotels of Distinction

John E. Leonard, General Manager

Frierson's ELECTRIC & GAS CO.

Westinghouse
Stores in

DeLand
Daytona Beach
Sanford

U. W. CUNNINGHAM

Distributor

Gulf Oil Corp. Products

For The Halifaxes

DAYTONA BEACH

FLORIDA



RIDGEWOOD HOTEL AND GRILL

208 South Ridgewood Ave.—Open all Year

DAYTONA BEACH

FLORIDA

HOTEL VALDEZ

Ben C. Small, Manager

"SANFORD'S LEADING HOTEL"

Overlooking Lake Monroe—Sanford, Fla.

FLORIDIANS LIVE LONGER

"People live longer in Florida," remarked Senator Pepper a few days ago in a good natured colloquy with his colleagues about the climates of their respective States. Whether his listeners knew it or not, the senator was speaking by the book. Medical scientists have gathered an impressive lot of evidence to prove that man, despite all that the laboratories and research have discovered, is still a pawn of temperature and weather. What is more there is good authority for the conclusion that under these genial skies he is afflicted with fewer of the mortal ills which flesh in Northern latitudes) is heir to.

In his new book, "Climate Makes the Man," Dr. Clarence A. Mills, professor of experimental medicine at the University of Cincinnati, establishes the thesis that in the region of the Gulf and Caribbean fewer people are the victims of apoplexy, angina pectoris, high blood pressure, hardening of the arteries and that dread scourge, cancer. His contention is that under the extreme variations of heat and cold in the temperate zone, the human body, as it were, works constantly at forced draft and consequently breaks down sooner than in a more equable climate.

The Ohio scientist also aims a shaft at those of his fellow Northerners who flatter themselves that they have a greater endowment of energy than their more easy-going cracker brethren. All stuff and nonsense, says Dr. Mills. The total store over the life span is no more and often not as much. They simply burn the candle faster and frequently at both ends. They labor under the delusion that it is because of their greater innate resources that they build skyscrapers and pyramid shoestrings into millions while the Floridian loafs at his ease in the sun. The fact is that they have no choice in the matter. The Northern climate is forever cracking the whip over them.

As Dr. Mills explains it, the process of like known as metabolism—that is the building up and destruction of bodily tissues—takes place at a higher rate when men live in cold temperatures. A vast hustle and bustle is only the outward symptom of an inward physiological necessity imposed by climate. But the dynamo speeded up to such a furious pace is much more likely to break down sooner than in the case of those who live in a warmer climate, with its relaxing influence on the nervous system and its lowering effect on blood pressure.

Actually, declares this Middle West scientist, in terms of productive results as compared with food consumed the Northerner is a less efficient human machine than the Southerner. Too many of the vitamins which the body requires are used up to combat the climatic disadvantages under which the

Northerner lives and has his being. Despite the popular fallacy to the contrary, it is a scientific fact, says Dr. Mills, that a Floridian can do more work on a loaf of bread than an Ohioan. The theory appears to be that with the Southerner the steam is generated more evenly without danger of driving the pressure up to the cracking point.

If Southerners should be reproached—perhaps sometimes justly—with the charge that it takes them so long to get anything done they can comfort

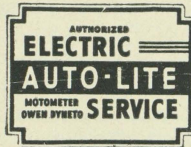
themselves with the pleasurable reflection that they have a longer time in which to do it.—Fort Myers News-Press.

Buy a Christmas Victory Bond.

P. J. PETERSON

Consignee—The Texas Co.

DeLand, Florida



AL HUPPEL

Specialized Automotive Service
IGNITION ★ CARBURETOR

443-47 West Central Ave.
PHONE 2-3118 ORLANDO, FLA

Serving Central Florida for more than 30 years.



W. F. Parker

W. L. Parker

PARKER LUMBER COMPANY

MAITLAND

FLORIDA

Furnished Cottages for Rent—Over 40 Boats - Fishing Tackle & Supplies

Johnson's Fishing Camp & Boat Livery

On Lake Apopka

PHONE 3212

APOPKA, FLA.

Sidney M. Swope, Manager

Telephone 2-0744

ORLANDO TRANSIT COMPANY

Orange Avenue and Weber Avenue

ORLANDO



FLORIDA

SHO-BOAT CLUB

South Orange Blossom Trail

NOW UNDER NEW OWNERSHIP & MANAGEMENT

ORLANDO



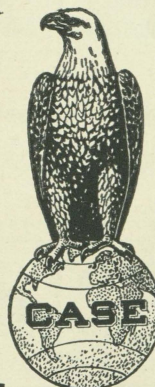
FLORIDA

**POUNDS
MOTOR CO.
CASE**

FARM
MACHINERY
Hardie Sprayers

Phone 62

WINTER GARDEN
FLORIDA



**POUNDS
Tractor Co.
CASE**

FARM
MACHINERY
Hardie Sprayers

Phone 23-171

3rd St. Ave. D, SW.
WINTER HAVEN
FLORIDA

MIAMI TO CONTINUE AS MILITARY TRAINING CENTER

Miami, which served as a great military training center during the war, will continue as one of the major post-war training centers of the Nation, with hundreds of veterans already returning for further education there under the GI Bill of Rights, according to Nate Reece, Jr., assistant vice president of Embry-Riddle School of Aviation.

Reece pointed out that the school's enrollments and inquiries reflect the speed with which the armed forces are discharging their men. Inquiries are now being received from all parts of the Nation and from soldiers still in Europe and Japan.

Popularity of the area as a training center results from its location and climate, and the fact that thousands of soldiers were originally trained at Miami military installations and at Embry-Riddle.

A large percentage of the students hope to establish their own businesses in some branch of aviation or radio, Reece said. Two GI brothers, Robert and William Shafer of Dayton, O., for example, are studying aircraft engines and aircraft mechanics, respectively, so they can combine their training in operating an airport.

Women veterans, too, are not overlooking the possibilities of government-paid training. One Miami ex-Marine, Marjorie Fogal, already is proving in the radio course that servicewomen intend to use their new skills in the post-war world.

INDIANS CAN'T BEAT BANKERS HOLIDAY

After every luncheon meeting, Rotarians comment on the program of the day while waiting for the elevator to take them down from the Mayflower roof. In digesting the talk made by Dr. C. P. Segard, who had mentioned that the various religious groups in India celebrate 17 holidays during the month of October, one Rotarian, a banker, drawled, "Well, I don't think I'd want to live there, but I sure wouldn't mind those 17 holidays."

To this a hard working business man replied, "What are you complaining about? The banks beat that record every month!"—Jacksonville Journal.

D I S T R I B U T O R S
of
**INDUSTRIAL & CONTRACTORS
SUPPLIES**

Representing
CHAIN BELT COMPANY
GOODYEAR TIRE & RUBBER CO.
INGERSOL-RAND CO.
WORTHINGTON PUMP & MFG. CO.
BRODERICK & BASCOMB WIRE ROPE
and
GENERAL HARDWARE

I. W. Phillips & Company
Phone 175531 TAMP A, FLA.

WELL—!

Does anyone know of 425 houses, apartments, or rooms for rent?

That's the number of letters received by the Chamber of Commerce during October alone from Northern families requesting places to live and hang their hats for the winter in Florida.

This is the highest monthly total so far, according to Mrs. Laverne Bevington, Chamber of Commerce secretary. Four hundred and twenty-five times, Mrs. Bevington has written to Northern families, "Housing situation critical. Accommodations almost impossible to find. Advise to have place to stay before coming to Florida."

So, if anyone has any information leading to 425 places to live, it will be

VALENCIA GARDEN
**SPANISH RESTAURANT AND
TAVERN**

811 Grand Central Avenue
Phone H-3773

TAMP A — FLORIDA

greatly appreciated by the Chamber of Commerce office. — Palm Beach Post.

J A R S
Of Every Description for
Honey, Marmalades, Preserves
Syrup and Sanitary Cans
LOUIS WOHL & SONS
16th St. & 6th Ave. Tampa, Fla.

Crenshaw Bros.
Produce Company

Tampa Florida

TAMPA ARMATURE WORKS
Electrical Repairs

Tampa Florida

MOTOR FUEL CARRIERS, Inc.
Carriers of PETROLEUM PRODUCTS

200 So. Tampa Street Phone 4263 Tampa, Florida

W. H. Armston Company, Inc.
MUNICIPAL CONTRACTORS AND ENGINEERS

Dunedin ★ Florida

TAMPA STOCK FARMS DAIRY
VAN EEPOEL DAIRY PRODUCTS, INC.

TAMP A Since 1898 FLORIDA

Telephone Y 1234, Office: 3531 4th Ave. P. O. Box 987
AMERICAN WELDING & TANK COMPANY

Welded Tanks, Underwriters' Approved & A.S.-M.E. Storage Tanks, Truck
Tanks, Stacks, Steel Plate Work and Liquefied Petroleum Gas Systems.

TAMP A FLORIDA

Merry Christmas Everyone!

Thank God Christmas can again be observed amidst "peace on earth,
good will toward men."

ORANGES

GRAPEFRUIT

TANGERINES

PACKERS

CANNERS

SHIPPERS

PASCO PACKING ASSOCIATION
Dade City, Florida

COQUINA AS BUILDING MATERIAL HAS POSSIBILITIES

Revival of the use of coquina as a building and ornamental stone for a distinctive Florida architecture presents advantages not to be overlooked, the research division of the Florida State Chamber of Commerce points out.

First of Florida's mineral resources to put to practical use, coquina consists of a mass of shell held together by a natural lime cement. The texture of coquina varies from coarse rock made up principally of unbroken shell to a finer grained quality composed of well-ground material. The name coquina, is also applied to deposits of more or less loose shell which are undergoing the process of becoming consolidated. Unique to Southeastern United States, coquina is found in Florida on both the Atlantic and Gulf Coasts, the latter deposits being, apparently, of more recent origin and unconsolidated. The potential supply of the mineral is yet undetermined but known deposits have been put to relatively little use.

Reports of the State Geological Survey show that, in the past, the greatest volume of coquina mined has been used as a road base. Mining pits are maintained by some counties and cities as a source of supply for this purpose. Other construction uses of coquina are for riprap and for concrete aggregate. Pulverized and ground coquina is used for agricultural limestone, stock feed and poultry grit.

In 1941 coquina was being produced by 21 companies and individuals in the State. Total value at the pits was some \$30,000. The value to the ultimate consumer, however, was greatly in excess of this amount. For example, concrete products made with coquina approximated \$233,000 in 1941.

During the war years production was necessarily curtailed and no dimensional stone is being mined commercially in the State today. Opportunity for renewal and for expansion is evident.

STRONG BACK BUT WEAK BRAIN

Maybe you will get the moral we did out of the story of a farmer who hired a hand and set him to chopping wood. In the middle of the morning the farmer went down to see how the new hand was coming along. To his astonishment, he found the wood all chopped. Next day the farmer told the man to stack the wood in the shed. This involved a lot of toting and the farmer figured the job would keep the man busy. But by noon he had it done.

On the third day the farmer, thinking he'd give the man a light job for

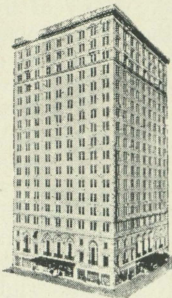
a change, told him to sort out the potatoes in the bin. "Put the good ones in one pile, the doubtful in another, and throw out the rotten ones," said the farmer. An hour so later he went back to see how the job was coming. He found the hired man passed out cold, with virtually nothing done. After throwing water in the man's face and bringing him around, the farmer demanded an explanation.

"Hell," the man said wearily, "it's making them decisions that's killing me."—Leesburg Commercial.

Headlines are a great source of entertainment, for in the rush of newspapers the type have a mysterious way of gumming up things sometimes. The Boston Transcript once carried this heading: "Hotel Burns; Two Hundred Guests Escape Half Glad." An El Paso paper had this one: "Bride Replaced on Highway 82." And the Wheeling In-

telligencer once announced: "Wild Wife League Meets Tonight." Here's one from the Raleigh News and Observer: "Officer Convicted of Accepting Bride."

Hotel Floridan



Tampa's
Largest
and Newest

**Welcomes
You**

J. B. Pickard, Mgr.

Tampa

Florida

EPPERSON & COMPANY

MACHINERY AND SUPPLIES

"Our Twelfth Year"

Sales "EPCO" Service

PHONE 2688

130-132 South Franklin Street

TAMPA, FLORIDA

TAMPA CREOSOTED LUMBER PRODUCTS

Pressure Treated Lumber and Poles

P. O. Box 3287

TAMPA, FLORIDA

Telephone Y-1388



IN CLEARWATER—EAT AT

PELICAN RESTAURANT

Famous for Fried Shrimp, Shore Dinners

— COCKTAIL LOUNGE —

Clearwater Beach

Phone 2775

R. H. Taylor Radiator Works

Tampa

—

Florida

Oldest Radiator Shop in the South

Telephone 3336

1201 JACKSON STREET

HILLSBOROUGH PACKING COMPANY, Inc.

FLORIDA CITRUS FRUITS

TAMPA



FLORIDA

SHIPS IN STORAGE AS WAR INSURANCE

At Jacksonville, a good Florida answer is found for what becomes of the ships when the Navy is demobilized and the sailors sent home. Up the St. Johns River, at Green Cove Springs, where 783 combat ships are slated to berth permanently, more than 100 vessels have been received. Many of the ships are direct from the battle zones.

The 100 ships are the nucleus of what is to be the largest of six inactive fleets on the Atlantic Coast. The largest vessels in this fleet will be destroyer escorts, numbering about 105 ships. Larger ships will not be received because of the shallowness of the St. Johns River and the lack of more extensive Navy yard facilities.

with special preservative materials, and plastic coatings and rust-preventive compounds are being applied to guns and surfaces subject to corrosion. All of the vessels will also be sealed airtight, to be constantly ready for active service within 10 days to a month.

It should be a relief to taxpayers to know that the excess ships of this war are not to be scuttled as were the warships of World War I. The Nation and the Navy may have learned something. —Tampa Daily Times.

SHARK SECRET

Residents of Salerno, community five miles south of here, can look back now with patriotic pride to a long unexplained operation when 17,000 pounds of shark flesh was cooking at the plant of shark industries division of the Borden company—although at the time, some two years ago, only three or four in the community knew that the mysterious process was helping to save American lives.

Behind the aroma of cooking shark meat was the office of strategic services, the Nation's many-branched war intelligence unit, which had seized on the little known fact that sharks fear and avoid the dead flesh of their comrades—and on the basis of that fact developed a repellant which saved the lives of torpedoed sailors and aviators forced down at sea in shark-infested tropical waters.

For years Florida shark fishermen, who catch the sea giants for leather, fertilizer and vitamin byproducts from the livers, have known that while sharks will viciously attack and devour living or freshly killed sharks they will not eat shark flesh that has been held over as long as 24 hours. In early days of the industry, which now brings some 30,000 sharks per year into this port, it was thought that a constant bait supply could be maintained by using cut-up pieces of sharks caught the day before, but fishermen plying mile-long chain trot lines in the Gulf Stream came back empty-handed and reported that not only was

the shark flesh on the hooks untouched but that sharks apparently left the areas so baited and did not return for days.

Following this lead, the OSS put Stewart Springer, Homestead chemist, to work as a research expert, and with the cooperation of the shark processing firm Springer supervised the initial process by which some 15 gallons of a secret substance was refined from almost eight tons of shark flesh. Erl Roman, Miami Herald fishing editor, and Michael Lerner, national known big game fisherman, aided in the test try-outs of the material. Experiments were carried on off the Florida coast and in South American and Pacific waters before the shark repellant became a standard piece of life-saving equipment, and chemical synthesis solved its production in quantity, eliminating the need for the Salerno process.

The toughest part, according to both Robert and Price French, brothers in charge of management of the plant, was necessity for pretense that "nothing unusual was going on" during the original experiment when the smell of shark cooking in a solution of 10 barrels of alcohol was attracting attention—to put it mildly.—Stuart News.

Soft drink makers are planning to spend \$50,000,000 on post-war new plant construction.

RECAPPING

One of South's Most Modern Plants.
Large Stock. Used and New Tires

HUMPHRIES TIRE & RETREADING COMPANY
Fort Pierce, Florida

A Complete Line in Every Department
MIAMI PARTS & SPRING CO., Inc.

35 to 99 Northwest Fourth Street
Miami, Florida

Affiliate: Berner-Pease
Miami, Florida

Affiliate: Auto Parts & Equipment
Company

Fort Lauderdale, Florida

Affiliate: Motor Parts & Equipment
West Palm Beach, Florida

24-Hour Service

SUNRISE MOTOR COMPANY

Sales - FORD - Service

305-325 South Dixie

Fort Pierce, Florida

Cleary Bros. Construction Co.

General Contractors

West Palm Beach

Florida

South Sioux City, Neb., a city of 1,200 persons has no cemetery.

Santa Fe, N. M., oldest capital in the United States, is known as "the ancient city."

FT. MYERS

BUILDERS SERVICE

LUMBER & BUILDING MATERIAL

Phone 86—P. O. Box 229

DINKLER HOTELS

- in ATLANTA
THE ANSLEY
- in BIRMINGHAM
THE TUTWILER
- in MONTGOMERY
THE JEFFERSON DAVIS
- in NEW ORLEANS
THE ST. CHARLES
- in SAVANNAH
THE SAVANNAH
- in LOUISVILLE
THE KENTUCKY
- in NASHVILLE
The ANDREW JACKSON
- in GREENSBORO
THE O. HENRY

CARLING DINKLER, President
CARLING DINKLER, Jr., Vice-Pres.
(in service)

*Daily Hosts
To more than
10,000 Guests*

DUSTY ROADS ARE HARMFUL TO FARM FRUIT, SAY TESTS

Fruit grown near untreated farm-to-market roads is affected by dust according to recent technical research on the contamination of crops, John A. Long, manager, county highway officials' division of the American Road Builders' Association, pointed out at a meeting of county highway officials in Washington. Tests just completed by an agricultural college indicate that in spite of careful spraying, dust-covered fruit is highly susceptible to diseases and parasites affecting vegetation.

"Here is one more reason for the immediate improvement of our secondary roads," Mr. Long went on. "These roads serve 6,000,000 American farms with an annual production of 12 billion dollars. Over them go the farm products which feed our cities. A farm 10 miles from town may have only one mile of road unpaved, but this impassable section maroons the farmer as surely as if the entire distance was unimproved."

"Cattle, swine and other farm animals are no longer driven to market on the hoof," the speaker continued. "They go by truck in numbers totalling many millions of dollars annually. Getting grains, vegetables, fruit and meat to the consumer promptly and in the best condition is a prime concern of the producer, and it is directly dependent on the condition of the highway. This phase of production may mean the difference between profit and loss."

"County highway officials working on plans in cooperation with State highway departments should use care in selecting the type of surface. Naturally the cost is in direct ratio to the volume of traffic. Large mileages carry only light traffic and probably will never be brought to the treated stage. On the other hand, several hundred thousand miles of county and local roads carry sufficient traffic and are of such general importance as to warrant treatment, light surfacing or paving. Obsolescence and depreciation, as in the State system are also important factors to be considered," the engineer declared.

Mr. Long asserted that local materials such as gravel, slag and crushed stone might be advantageously employed in much county road building. Here the road engineer could make an excellent contribution to the operators of vehicles, the taxpayers and residents along the roads by using care in choosing materials which with a surface of machine manipulation will blend into a dense, hard, smooth surface. This would also be the initial step in construction for any type of pavement that might follow.

WOMAN SENDS \$1.00 FOR SUGAR SHARE

The Associated Press story from Clewiston last week concerning the opening of the sugar season was apparently read with avid interest by the sugar-hungry people in the North, particularly the part which said that enough sugar would be produced during the season to furnish every person with a month's supply. For the local postoffice received the following letter from a New Jersey lady enclosing a dollar and requesting her five pounds of sugar:

112 Freeman street,
Woodbridge, N. J.
October 22, 1945.

Dear Sir:

I noticed the enclosed in today's paper. (The article on the harvest opening). If you will kindly hand this letter with the \$1 to whoever runs the sugar refinery I'll be grateful.

I'd be so glad to have five pounds of this sugar, unless the government has the control of it. If so, then there is nothing I can expect to get.

I'll gladly pay express charges if the sugar is for sale.

Thanking you for your trouble, I am,

Very truly yours,

Mrs. May E. Williams.

The sugar corporation received the letter in due time and has reluctantly refunded Mrs. Williams' money. For the government does still exercise control.—The Clewiston News.

PHONE 380

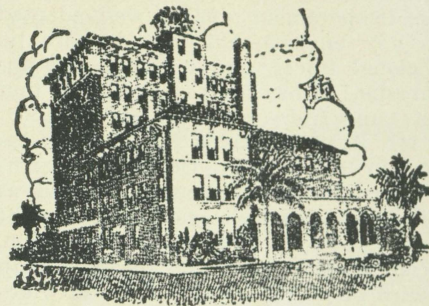
for

Prompt and Reliable Service

HOLLYWOOD STORAGE & TRANSFER COMPANY

BAGGAGE TRANSFER
PACKING - MOVING

21st & Filmore Street
HOLLYWOOD, FLORIDA



FRANKLIN ARMS HOTEL

Gilmer M. Heitman, Owner and Manager

7 FLOORS

Delightfully Cool Bedrooms

Each With Private Bath

FIREPROOF, AUTOMATIC SPRINKLER SYSTEM

Opposite Post Office

FORT MYERS, FLORIDA

Air Cooled Cocktail Bar and Lounge

MOTOR SUPPLY & EQUIPMENT, INC.

19-25 W. Broward Blvd.

Fort Lauderdale, Florida

Automotive Parts - Equipment

Industrial Supplies

OOLITE ROCK COMPANY

PRODUCERS OF

MIAMI OOLITE LIME ROCK—GRADES No. 1 AND No. 2

P. O. BOX 1751

MIAMI

PATTEN SALES COMPANY

COMPLETE AUTOMOTIVE EQUIPMENT

Featuring Bendix-Westinghouse Air Brakes and B. K. Vacuum Brakes

MIAMI

824 N. E. First Avenue

FLORIDA

BRANCH OFFICES—TAMPA, FT. MYERS, WEST PALM BEACH

SOUTHEASTERN NATURAL GAS CORP.

MIAMI, FLORIDA

FLORIDA'S OLDEST AND LARGEST BOTTLED GAS DISTRIBUTOR

Catering to Commercial Men

DRIVE IN TO THE

Newly Refurnished

ST. CHARLES HOTEL

BON L. HAZLEWOOD, Manager

PHONE 925

FORT MYERS, FLORIDA

GEORGE S. BARTLETT DIES IN CHICAGO

George S. Bartlett, widely known from coast-to-coast as the greatest single influence in the use of concrete roads, died at his home, 2600 Lakeview Avenue, Chicago, October 21. Funeral services were held at the grave side in Sleepy Hollow cemetery, Tarrytown, N. Y., October 24, at 11:30 a. m.

Mr. Bartlett was born in New York City, April 2, 1858. He went to school in Tarrytown, the site of Washington Irving's home, and attended Williston College, Easthampton, Mass. Notwithstanding his eastern upbringing, his temperament was so well adapted to any environment that it bore no regional traces, and he gave the impression, as has been said of him, that he came from "everywhere."

Mr. Bartlett started his business career in 1879 with the Chicago & Northwestern Railway where he served as bill clerk, station agent and freight solicitor in Milwaukee and Appleton, Wis. His initiation into the field with which he was later to become so widely known, was in 1884 when he became manager of the Milwaukee Cement Co. In 1905 he moved to Yankton, S. D., to take charge of the Western Portland Cement Co., where he remained for several years until the operation suspended. Then he became affiliated with the Marquette Cement Manufacturing Co. of Chicago.

In 1912 he joined the Universal Atlas Cement Co. at Chicago to enlist in the promotion of concrete roads; was vice president of the Edison Portland Cement Co. of Orange, N. J., for three years, and returned to the Universal Atlas in 1916 where he served as special representative for 15 years. In 1931 he became assistant to the chairman of the board of directors of the Portland Cement Association, Chicago, which position he occupied until his death.

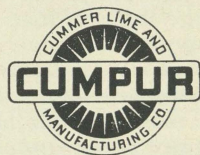
To Mr. Bartlett's originality is attributed the unusual method of promotion by which the concrete road was

brought to the attention of the country, and to his vigor and resourcefulness is due a large measure of the credit for its extraordinary development. Working with the late Edward N. Hines, chairman of the Wayne County, Michigan, board of road commissioners, who had laid down some experimental stretches of concrete paving in 1909, and with the late Benjamin F. Affleck, then general sales agent of the Universal Portland Cement Co., Mr. Bartlett proceeded on the theory that since it was not possible to take the concrete road to the customer, it would be necessary to take the customer to the concrete road. To provide a demonstration of the merits of the Wayne County concrete pavements he took to Detroit many guest parties of city, State and county road and street officials and engineers from different parts of the country.

Through these activities, George Bartlett became known as "The Apostle of Concrete." His effective-

ness was such that "Nation's Business," in 1936, asserted that he had probably sold more concrete than any living man. It added that he was still selling it then (at seventy-eight) in spite of the fact that his own industry had twice retired him.

Mr. Bartlett's personality was as vivid and forceful as it was entertain-



**MARK
of
MERIT**

**CUMPUR Lime Products
exceed the rigid requirements
of the ASTM and the Federal
Government.**

CUMMER LIME and MANUFACTURING COMPANY
(FORMERLY CUMMER LUMBER COMPANY)
OCALA, FLORIDA

IN GAINESVILLE

WHITE HOUSE HOTEL HOTEL THOMAS

BUILD HIGHWAYS WITH LIMEROCK

For Economy, Safety, Long Life

ECONOMY LIMEROCK-BASE highways cost less per mile to construct and maintain than any other permanent-type highways of similar quality.

SAFETY LIMEROCK-BASE roads are skid-resistant in both wet and dry weather, with a traction-textured surface that provides built-in safety.

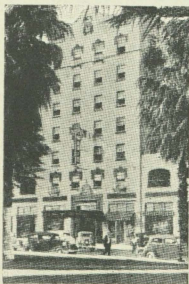
LONG LIFE Properly maintained LIMEROCK highways will last forever.

Limerock saves tax dollars, which can be used to create jobs for returning servicemen. **SPECIFY LIMEROCK!**

LIMEROCK Association
of Florida, Inc. Ocala, FLORIDA

**One of Florida's
Finest Hotels**

HOTEL MARION



**Completely
Fireproof**

**Air-
Conditioned
Coffee
Shop**

**Garage in Connection or
Free Parking Lot
CARL G. SHERMAN, Manager
OCALA, FLORIDA**

ing and magnetic. It possessed a combination that was influential in helping to write the cement and concrete chapter of two generations. The industry several times acknowledged its indebtedness to him, once with an honorarium upon his first contemplated "retirement" in 1916, and again at his seventeenth birthday in 1928 when it presented a purse to provide Mr. and Mrs. Bartlett with a trip to South America and Europe.

As a mark of respect and to establish a permanent symbol of his achievements in the highway field, there was created by his countless friends, the George S. Bartlett Award, consisting of a plaque bearing a bas relief of his likeness. The award is sponsored by the American Association of State Highway Officials, the American Road Builders Association and the Highway Research Board of the National Research Council, and is awarded annually by the presidents of these organizations to a selected individual "for outstanding contribution to highway progress." The first award was made in 1931.

Mr. Bartlett married Miss Abbie Hayes of Milwaukee in 1886 and with her celebrated their golden wedding anniversary in 1936. She died in Chicago in 1940.

SPONGE BEDS NEAR KEY WEST

Eat your breakfast in Key West, go out to the "gold mines," work four and one-half hours, earn \$334.66 each day and then return to town, with the sun still high in the heavens. That's what four local spongers did last week in receiving the record price for sponge paid in Key West, as told in The Citizen recently.

Captain Joe Curry, as well as other local old-timer spongers, has known for many years that sponge grow in the Blind Channel, which begins at the Nine-foot Channel, which makes out from the Northwest Channel and curves in a semi-circle toward where Mangrove Key used to be. The northeasterly tip of the curve is only three-quarters of a mile from Key West.

As Captain Charlie Curry said today. "We could stand on the shore in Key West and see them sponging.

Merely as a casual or passing remark, Captain Joe Curry said to Captain Edwin Higgs, who, with Captain Burt Sawyer, own a fighting boat.

"Old Rope, you and Burt are fishing every day near the Nine-foot Channel, so take a look once in awhile at the Blind Channel to see if you can find it clear, 'cause if you do you are likely to get a good many sheepwool there."

Captain Higgs (Old Rope) acted on the advice, and he and Captain Sawyer returned to town with eight bunches of tiptop sheepwool. The next day Old Rope's brother, Cleveland (Buddy) Higgs and Captain Joe Curry

went out with them, and they sponged the Blind Channel for five successive days and obtained 66 bunches, which brought a record price of \$2,007.99.

They were able to work only four and one-half hours each day. It required one and one-half hours for the current, flowing in from the bay, to clear the Blind Channel, so the four spongers, having only four and one-

half hours of clear water, worked feverishly. They were aware that within 10 minutes after the tide changed, the water in the channel would be turned into swirling mud and silt.

So back to Key West they came with their precious cargo, arriving in the afternoon at various times, because of the difference in the tides each day.—Key West Citizen.

D. VARNER'S U DRIVE IT, Inc.

D. VARNER, President

Phone—2-3153

234 W. Central

Orlando, Florida

Orlando Fruit & Produce Co., Inc.

WHOLESALE

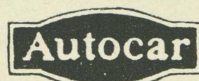
FRUITS AND VEGETABLES

Phone 9829



Orlando, Fla.

ORLANDO TRUCK & WELDING SERVICE



DISTRIBUTORS FOR

America's Finest Trucks

Autocar Trucks & Truck Tractors

Telephone 2-2060—1020 W. Church St.

ORLANDO

FLORIDA

THEODORE STRAWN, INC.

Grower and Shipper of

FLORIDA ORANGES and GRAPEFRUIT

"Bob White" and "Intrinsic" Brands

DE LEON SPRINGS

FLORIDA

Noonan Construction Company

General Contractors

MODERN HIGHWAYS - DEVELOPMENTS

Phone 4653

P. O. Drawer 470

Home Office

PENSACOLA, FLORIDA

Broward Grain & Supply Co.

HAY, GRAIN AND FEED

GROWERS' SUPPLIES

POULTRY SUPPLIES, DAIRY SUPPLIES

BELLE GLADE - POMPAHO, DANIA

FORT LAUDERDALE

FLORIDA

Produced Under Laboratory Supervision



SOUTHERN DAIRIES, INC.

Jacksonville, Florida



Star Fruit Company

Growers and Shippers of

CITRUS FRUITS

P. O. Box 997

U. S. Highway 17

Telephone 28011

LAKE ALFRED, FLORIDA

JOSEPH EMMETT HOELSCHER

WHOLESALE DISTRIBUTOR

Established 1935

BISCUITS

FRUIT JUICES

CANDIES

FOOD SPECIALTIES

1048 Hendricks Avenue

Jacksonville 7, Florida

COATS MOTOR TRANSFER COMPANY, Inc.

P. O. BOX 2074

JACKSONVILLE 3

FLORIDA

TOPS IN SEA SHORE DINNERS

TRADE - WINDS

LIQUORS - WINES - BEER—*There is a difference*

Phone 9303

Fernandina, Florida

L. J. and W. L. COBB CONSTRUCTION CO.

Incorporated

GENERAL CONTRACTORS

BOX 977

TAMPA, FLORIDA

Transactions of Meeting of Florida State Road Department

HELD AT OCALA OCTOBER 29, 1945

Pursuant to agreement at the close of the last meeting, the Members of the State Road Department met at Ocala, Florida, on the 29th day of October, 1945, for the consideration of all routine and special business before the Board at this time. The attendance at the meeting was as follows:

F. E. Bayless, Chairman
Courtney W. Campbell, Member
S. Kendrick Guernsey, Member
Herman B. Fultz, Member
Robert T. Carleton, Member
J. Robert McClure, Secretary
L. A. Fraleigh, Jr., Assistant Secretary
J. H. Dowling, State Highway Engineer
L. K. Cannon, Asst. State Highway Engineer
E. C. DeGarmo, Asst. State Highway Engineer
H. P. Coloney, Consulting Engineer
Charles Hopkins, Federal Aid Engineer
W. M. Parker, Eng'r Research and Records
J. W. Allen, Division Engineer
John R. Slade, Division Engineer
H. H. McCallum, Division Engineer
N. S. Emery, Division Engineer
N. L. Bryan, Jr., Division Engineer
Calvin Johnson, Attorney
R. W. Ervin, Assistant Attorney
W. M. Wainwright, Auditor.

APPROVAL OF MINUTES

On motion of Mr. Campbell, seconded by Mr. Guernsey, the Minutes of the meeting held at Tallahassee on September 17 were approved.

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects, and for the furnishing of certain equipment, as herein-after listed; and

WHEREAS, the firms, hereinafter named were and are hereby declared to be the lowest responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be, and the same is hereby approved which said contracts are as follows, to-wit:

Construction

Bids received August 9—	
1000-102 313 Hillsborough L. J. & W. L. Cobb, Inc.	\$ 103,191.05
1504-104 595 Pinellas, L. J. & W. L. Cobb, Inc.	53,603.94
6004-904 152 Walton, Hardaway Construction Co.	66,547.50
9317-103 172 Palm Beach, Belcher Oil Co.	199,161.89
Bids received Aug. 23—	
5503-101 354 Leon, L. J. & W. L. Cobb, Inc.	41,444.04
4606-106 52 Bay, C. C. Moore Construction Co.	120,831.99
Bids received Sept. 6—	
6017-102 593 Walton, Peterson & Earnhart	4,800.71
0603-104 32 Hardee, John C. Dickerson Construction Co.	105,192.91
DA-WR-31-B (1) 613 Hillsborough, Cone Bros. Constr. Co.	41,748.78
5406-104 43 Jefferson, Peacock Contr. Co.	43,720.55
Bids received Sept. 13—	
4910-103 277 Franklin, Coggins & Deermont	25,631.01
2602-106 2 Alachua, L. J. & W. L. Cobb, Inc.	7,850.30
9321-105 199 Palm Beach, R. B. Tyler Co.	558,219.59
4602-906 10 Bay, Cleary Bros. Construction Co.	29,900.00
3205-102 116 Hamilton, Faulk & Coleman	146,318.80
7703-103 44 Seminole, Hubbard Construction Co.	10,327.09
2406-102 240 Levy, Hubbard Construction Co.	17,425.50
3005-102, etc. 69 Taylor, etc., Jas. H. Craggs Construction Co.	90,953.91
Bids received Oct. 4—	
7704-105 44 Seminole, Marion Construction Co.	285,037.69

Equipment

Bids of Sept. 12—	
1945 1½ ton H. D. Truck chassis, Alton-Moore, Inc., Bartow	2,846.00
1945 1½ ton H. D. Truck chassis, Halifax Motors, Daytona Beach	2,579.58

APPROVAL OF SUPPLEMENTAL AGREEMENTS

On motion of Mr. Guernsey, seconded by Mr. Campbell the following Supplemental Agreements were approved:

4506-106 52 Bay, C. C. Moore Const. Co.	\$ 45,012.67 Decrease
7217-105 139 Duval, Duval Eng. & Contr. Co.	1,303.96 Decrease
4900-102 277 Franklin, Coggins & Deermont	6,382.50 Increase
7014-109 219 Brevard, Faulk & Coleman	11,024.10 Increase
7205-108 & 7215-102 3,138 Duval Eng. & Contr. Co.	42.46 Increase
4606-105 52 Bay, Hillyer & Lovan	129,468.42 Increase
4800-901 497 Escambia, Royce Ker-shaw & Co.	425.00 Increase
2603-108 5 Alachua, James H. Craggs Const. Co.	21,604.13 Increase
5406-104 & 5409-101 43 Jefferson Peacock Contr. Co.	19,384.64 Increase

REQUESTS FOR RIGHT OF WAY ACQUISITION

The routine resolutions were adopted requesting the counties to acquire the right of way for the following projects:

(1) Mr. Campbell and Mr. Fultz: Franklin County Road 277, that part of Section 4910 from cemetery running west and northwest 1:36 miles.

(2) Mr. Guernsey and Mr. Carleton, Hamilton County, Road 2, that portion of Section 3201 from Lee Street to East corporate limits of Town of White Springs.

(3) Mr. Guernsey and Mr. Fultz: Hamilton County, Road 2, that portion of Section 3201 from Lee Street in Town of White Springs to a point 512 feet east of the East Corporate Limit of said Town.

(4) Mr. Guernsey and Mr. Carleton: Jefferson County, Road 43, that portion of Section 5409 from Wacissa south one mile.

(5) Mr. Carleton and Mr. Guernsey: Lake County, Road 261, that portion of Section 1119 from junction of State Road No. 55 to Marion County Line.

(6) Mr. Carleton and Mr. Campbell: Orange County, Road 3, Projects 167 and 543, that portion of said projects, near Lake Lily, from Project Station 232 x 00 to 261 x 48.11, Section 7503.

(7) Mr. Campbell and Mr. Fultz: Pasco County Road 23, overpass and approaches at Owensboro.

(8) Mr. Carleton and Mr. Guernsey: Putnam County, Road 3, that portion of Section 7601 on Madison Street from 19th Street to 11th Street, in the City of Palatka.

(9) Mr. Guernsey and Mr. Campbell: Taylor County, Road 15-A, that part of Section 3809 between Hampton Springs and Perry.

(10) Mr. Guernsey and Mr. Fultz: Taylor County, Road 69, that part of Section 3807 from Tennille to Dead Man's Bay.

DELEGATIONS AND REQUESTS

Alachua County

Mr. Sam Harn, Secretary of the Chamber of Commerce, Mr. J. M. Butler, and Mr. H. R. Stringfellow, Chairman of the Road Committee of the Chamber of Commerce, made request for a survey of the newly designated route for the road from Gainesville to Williston, portions of Roads 65 and 103, which is estimated to reduce the mileage from 25 to 17 miles. They were joined in this request by Representative McKenzie of Levy.

Messrs. A. Miller, H. W. Bennett and Paul Teitgens, tung oil growers, appeared in the interest of the paving of Road 282, the Brook-er cut-off, which has been graded and the culverts installed.

The Chairman advised that the Department's survey parties would get to the surveys as soon as possible in the order in which they are considered important.

Brevard and Seminole Counties

Senator Lloyd F. Boyle, Mayor Ed. Higgins of Sanford, Representative M. B. (T-Bone) Smith, Mr. W. L. Kilbee, Chairman, and Mr. B. F. Wheeler of the Seminole Board of County Commissioners, appeared in the in-

terest of Brevard and Seminole Counties.

Senator Boyle spoke in behalf of the Melbourne Causeway, stating that the people down there had been promised that work would commence as soon as steel became available, but that it is not in the present budget, and he asked that it be placed in the 1946 budget. The Chairman advised that it would be advertised before the end of this year.

Mr. Wheeler spoke on Road 203, stating the road was in such serious condition that some arrangement should be made to commence work as soon as possible. He pointed out that this road was promised them by Governor Cone; he said that it has been in the budget for two years, and asked assurance that the project would be advertised soon.

The Chairman advised the delegation that it would be almost impossible to get this work started this year, but the project would be put in the 1946 budget and should be built as soon as the plans are completed in 1946.

Mayor Higgins requested the Board to take action on the realignment of U. S. Highway 17 through Sanford, in cooperation with the City's proposed project for water terminal facilities.

Citrus County

From Citrus County the delegation included County Attorney M. C. Scofield, Chairman James E. Rooks and Member N. P. Savary of the Board of County Commissioners. Mr. Scofield spoke in behalf of Road 346, which connects State Road 5, from a point just south of Floral City, with the Gulf Coast Highway, U. S. 19, near Chassahowitzka Springs. He stated that the money is available with which to get the right of way when the location can be determined, and registered this as Project No. 1 with his County.

Columbia County

Senator Wofford Lindler, Representative F. W. Bedenbaugh County Commissioner Otis Page and Horace Witt, and Mr. C. C. Shepherd of the local Standard Oil Agency came from Columbia County. They were joined by Mr. A. R. Dear of High Springs.

Senator Lindler spoke for the group's interest in Road 82 and asked that it be placed in the budget and started at an early date. The request was endorsed by Mr. Bedenbaugh, who pointed out the fact that the road runs through a big farming section and is greatly desired by the people of the county, although no survey has as yet been made by the Road Department.

Mr. Dear joined the Columbia County delegation in the interest of Road 82 because he said that his firm owns Itchtucknee Springs and is ready to spend a large sum of money in its development, but finds it necessary to wait until Road 82 is built and the feeder road which the County Commissioners have promised him to connect with the springs. A letter from Mr. U. B. Quinby of Jacksonville stated that certain developments in the pecan industry also awaited Road 82.

Mr. Guernsey told them that this road is on the preferential list in his district but that because of the shortage of engineering personnel he could not say how soon the survey could be made.

Hamilton County

Representative J. W. McAlpin, Mr. C. C. Bullard, Chairman of the Board of County Commissioners, and Messrs. W. M. Crews and Ed. Wells, turpentine producers, were present from Hamilton County.

Mr. McAlpin thanked the Board for what has been done in their county. He asked that the east end of Road 116 be placed in the budget for the next year. He stated that this section of road, of about 13 miles, was graded and the culverts built several years ago. Mr. Guernsey advised that this road has been included in the Federal Aid Secondary System.

Highlands County

The delegation from Highlands County included the following: M. R. McDonald, County Attorney; A. C. Altwater, Secretary of the Sebring Chamber of Commerce; N. B. Jackson, Chairman, and J. H. Hood, R. J. Tubbs, A. C. McAuley, Members of the Board of County Commissioners, and John Maxcy, H. S. Jones, Guignard Maxcy, Ed. Hasti and O. C. Wilkes, citizens.

As spokesman of the delegation, Mr. McDonald stated their requests, as follows:

(1) Immediate appropriation out of the 80% Surplus Funds of Highlands County for use in making Road 164 passable. He stated the road is washed away, hindering its use for mail delivery and getting children to school. He advised that the county has no money; that if the Department will repair the road the county will assume its maintenance; further, that if the Department will furnish the money, the county will obtain the lumber with which to repair the bridge.

(2) Road 59 as the County's No. 1 project in the post-war construction program. He stated that the greatest population of the county line around Lake Istokpoga, and that there are about 7½ miles of this road from the end of the present paving at Hendricks Field.

Mr. Guignard Maxcy spoke in behalf of Federal Route 19, stating he appreciated the good news about Route 19 and would like to see it set up in the budget.

Mr. McDonald extended an invitation to the Board to meet in Sebring at some time.

REPAIR OF ROAD 164, HIGHLANDS COUNTY

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that this Department agrees to accept the proposition of Highlands County regarding the washed out bridges and approaches thereto, on Road 164, the amount to be expended for this purpose not to exceed \$10,000.00 and the county to continue its obligation for the maintenance of the road upon completion of the repairs, as set out in the resolution of the Board of County Commissioners of Highlands County under date of October 16th, 1945, copy of which has been filed with this Department.

Hendry County

A resolution from the Board of County Commissioners of Hendry County asked that a portion of the 80% 2nd Gasoline Tax Fund remaining to the credit of Hendry County, previously allotted to the Devils Garden Road in that county, be used for repair and improvement of the abutment span and fender protection of the Fort Denard bridge over the Caloosahatchee River in said county. No action was taken.

Hillsborough County

Chairman Fred W. Ball and Earl W. Simmons, of the Board of County Commissioners, and County Engineer Ed. W. Carroll were present from Hillsborough County.

Mr. Ball asked when an economic survey may be had in the Hillsborough-Pinellas area, and Mr. Parker, of the Department's Division of Research and Records, advised that the survey now being conducted on the East Coast has depleted the appropriation; that the survey in the Tampa area would cost \$50,000 and require more than a year for completion. The Chairman stated he could not advise at this time when such a survey can be begun.

Mr. Ball asked that the Department eliminate the restriction in the deeds of Interbay Drainage Co., in Hillsborough County for 100 foot right of way, because of local physical and economic conditions. The roads affected by this request are the West Shore, Dale Mabry, Gandy and McDill. Mr. Calvin Johnson, Attorney for the Road Department, reported that 6600 lots are involved in the above request, and Chairman Bayless advised that when an application is submitted for consideration by the Department it should be accompanied by maps showing in detail the lots involved.

Jackson County

A resolution from the County Commissioners of Jackson County asked for the construction of Road 150, including two bridges, between Campbellton and Malone.

Lafayette County

A resolution from the Board of County Commissioners of Lafayette County asked for the construction of two cattle gaps across Road 5-A at the city limits of Mayo, to be paid for from the Surplus Gas Tax Fund credited to that county.

Lake County

Chairman F. E. Owens and Member H. Lightfoot of the Board of County Commissioners, Mayor J. R. Sparling of Umatilla, Mr. H. H. Hetchcox, Chairman of the Street Committee, and Mr. W. J. Westerfelt, also of Umatilla, were present from Lake County.

Mr. Owens spoke of their interest in securing the early beginning of work on Road 261, the County's No. 1 project on the Federal Aid Secondary System. He asked that they be supplied with the necessary information to proceed with acquisition of the right of way. He requested maintenance on the 4½ mile road connecting Road 21 with Road 44, at Sorrento.

Mr. Hetchcox requested that Road 55 north

of Umatilla be widened from 16 to 21 feet for a distance of about 2800 feet. He asked that Road 38 be resurfaced at its present width.

Levy County

The delegation from Levy County included Representative D. P. McKenzie, Commissioner G. G. Newsom, Mayor Fred A. LeSueur of Williston, Councilman J. C. Hambury, and Captain R. C. Whitener, L. W. Rutland and G. W. Baker, representing the cattle growers of the county.

Mr. McKenzie, who had appeared with the Alachua County delegation in the interest of the survey of the road from Gainesville to Williston, asked that the survey be continued on down to Lebanon in order that the right of way may be secured. He advised

that Levy County has about \$40,000.00 and would like to spend some of it on the right of way for this road.

Mr. McKenzie spoke in behalf of the blind corners in Chiefland, where he said many wrecks had taken place. He said the town had agreed to pay for the cost of operating safety lights at this point if the Road Department will install them.

Okeechobee County

Representative W. J. Hendry, C. E. Drawdy, Chairman and B. C. Swain, Member of the Board of County Commissioners, Mr. N. Zelmanovitz of the Rotary Club and Mr. Bryant Bowden of the Okeechobee News, came as a delegation from Okeechobee County.

Mr. Hendry made the following requests:

ORANGE BELT TRUCK & TRACTOR COMPANY

International Motor Trucks—McCormick-Deering Tractors

GROVE, FARM AND INDUSTRIAL EQUIPMENT

730 W. CENTRAL AVENUE

ORLANDO, FLORIDA

PHONE 9881

HELLER BROS. PACKING CO.

FLORIDA CITRUS FRUIT

Featuring: JUICY GEM Brand

WINTER GARDEN

FLORIDA

CONSUMERS LUMBER & VENEER COMPANY, INC.

Manufacturers of Wirebound Containers
for

Perishable Fresh Fruit & Vegetables

Apopka

Florida



MEDLOCK TRACTOR CO.

CASE

Quality Machines for Profitable Farming

COMPLETE PARTS AND REPAIR SERVICE

539 W. Central Ave.—Phone 2-3460

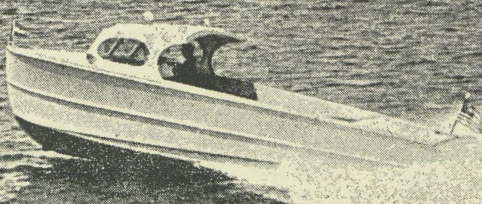
ORLANDO

FLORIDA

Buy War Bonds NOW—

After Victory,

Correct Craft



★ Where speed and performance are required we are being called on by both Army and Navy for construction plus production. Following Victory our program of design, production and prices will amaze the boating world.

PINE CASTLE BOAT & CONSTRUCTION CO.

PINE CASTLE, INLAND PLANT

FLORIDA

COASTAL PLANT, TITUSVILLE

(1) Repair of Chandler Slough Bridge, Road 59, a considerable portion of which was washed out by the storm. Also other small bridges, about 150 feet in all. He estimated that the repair of these bridges would cost \$5,000 or \$6,000.

(2) Replacement of about 50 feet of bridges washed out on Road 29 north of Okeechobee City.

(3) A new bridge over Taylor's Creek, Road 194, to replace the obsolete one-way structure now considered a traffic hazard. (The Chairman advised that this is in the program).

(4) A traffic signal light at the SAL RR crossing of Road 29, north of Okeechobee.

(5) The early paving of Road 59, known as the Bassenger Road.

(6) He emphasized the importance of Road 29 around the Lake, even though this is in Glades County.

Emergency Repair Bridge in Okeechobee County

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that Okeechobee County be allowed \$2,000.00 from the Emergency Fund of the State Road Department, to be used toward the repair of washed out bridges, under agreement that the County will furnish the balance of the amount required for the work.

Mr. Fultz assured the delegation that the Department is in favor of Taylor's Creek Bridge and hopes to get work started soon.

Orange County

Chairman V. E. Bourland and Member E. D. Cook of the County Commissioners, and Secretary Andy Slaughter of the Chamber of Commerce, appeared as a delegation to ask for State maintenance on certain streets in Winter Park which connect Road 202, The Oviedo Road, with U. S. Highway 441, a distance of some 3 miles. They were advised that every effort will be made to include this in the 1946 maintenance budget.

Palm Beach County

County Commissioner A. A. Poston and R. J. Blank, Manager of the Research Development Board, were present from Palm Beach County.

Mr. Poston requested information as to the necessary right of way that would be needed down the East Coast in their county, particularly in the north end of the county, stating he believed they might be able to obtain it without cost to the county or the State. He also asked that the Department advise the towns of Lake Park and Riviera of the width of right of way to be required of them, stating that he had told them that 80 feet would be the minimum requirement. He stated further that if 100 feet would ever be needed, it was his opinion that now is the time to obtain it.

RIGHT OF WAY U. S. HIGHWAY 1 IN PALM BEACH COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the Members voted to notify the County of Palm Beach that 100 foot right of way will be required by this Department through Lake Park and Riviera.

In this connection, the Chairman advised Mr. Poston that this Department will recommend the present alignment for U. S. Highway No. 1.

Mr. Poston also spoke in behalf of the bridge over Lake Worth at Riviera, a part of Road 140, now maintained by the Department. He stated that the City of Riviera has passed a resolution naming this bridge the Riviera Memorial Bridge, and requested the Road Department to pass a resolution giving this name to the bridge.

RIVIERA MEMORIAL BRIDGE

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

BE IT RESOLVED, that inasmuch as the City of Riviera has given the name of Riviera Memorial Bridge to the bridge on State Road 140 across Lake Worth in the city of Riviera, and has requested this Department to approve the said name, the Members of this Department do hereby give their endorsement and approval to the above name and do hereby instruct the Secretary to make this action a part of the minutes of this meeting, that said bridge in the future shall be called and known as the Riviera Memorial Bridge.

Pinellas County

Mr. Frank Merrin, Chairman of the Board of County Commissioners, Mr. W. A. McMullen, County Engineer, and Mr. W. H. Tarvin of Clearwater, appeared as a delegation from Pinellas County.

Mr. Merrin expressed appreciation for what the Road Board has done. He stated they were particularly interested in the economic survey of that area. Mr. McMullen called attention to the reverse curve at the inter-

section of State Roads 15 and 233 going across to Madeira Beach, which he considered dangerous and therefore should be eliminated. Mr. McMullen extended an invitation to the Board to hold a meeting in Pinellas County, and expressed the hope that it would be accepted.

Polk County

County Attorney Milton D. Wilson, Commissioners W. T. Duggan and Roy P. Gladney, Mayor John Maxcy of Frostproof, and Judge Robert T. Dewell of Haines City came as a delegation from Polk County.

Mr. Wilson said they were there primarily to pay their respects and meet the Members of the Board. He said that Member Campbell and Division Engineer Allen knew the troubles and requests of their county, and he thanked the Board for cooperation in the past. Judge Dewell invited the Board to hold a meeting in Sebring, and reminded them that they were still interested in Federal Route 19.

Seminole County

The requests made by the delegation from Seminole County are recorded under Brevard.

Phones:

Pierson 2602—DeLand - Res. 595-M

HODNEY FRUIT PACKERS

Packers and Shippers

Citrus Fruits

Carloads and Truckloads

Stanley Hodges

Route 17

Barberville, Florida

HOTEL PUTNAM

Modern — Fireproof

Open the year 'round

DELAND

FLORIDA

CENTER OF ACTIVITY

Sky Room for Banquets
and Conventions



SQUARE DEAL FRUIT COMPANY

Packers of Citrus Fruits

"Gift Boxes a Specialty"

S. S. Morrison, Pres. & Treas.

Orlando Ave.—Winter Park, Fla.

THE SUPPER CLUB

44 W. Central (upstairs)

ORLANDO

FLORIDA

Featuring Chicken, Shrimp and
Steak Dinners

ORLANDO • FLORIDA
LAMAR HOTEL
DOWN TOWN • 100 ROOMS • BATHS

B. G. ANDERSON CO.

GROWERS

SHIPPERS

CITRUS FRUITS AND WATERMELONS

Bryan G. Anderson, Manager

Telephone 2451

UMATILLA, FLORIDA

Mohanen were present from Sumter County. Mr. Getzen made the following requests:

(1) Construction of Road 23 from Bushnell south to Dade City. He stated that all the deeds have been secured on the new right of way. He was advised that this road is included in the Federal Aid program for the first post-war year.

(2) Improvement of Road 36 from Leesburg to Wildwood. He said this stretch of road had been greatly damaged by the Army traffic.

(3) Maintenance of Road 225 from Sumterville to Weeds Landing, about 8 miles.

(4) Maintenance of the road from Oxford westerly towards Lone Hammock.

(5) Improvement of Road 36 from Wildwood over to Rutland, which he declared as being in a terrible condition.

(6) Resurface Road 22 from Floral City to Bushnell.

Mr. Owens, Chairman of the Board of County Commissioners of Lake County, joined Mr. Getzen in the request for the reconditioning of Road 36, with the statement that this road is of great importance to Lake County.

CORRECTION IN LIST OF ROADS FOR MAINTENANCE

On motion of Mr. Campbell, seconded by Mr. Fultz, the following corrections were ordered made in the list of roads to be taken over for maintenance, adopted at the meeting of June 11 and set up in the minutes of that meeting:

(1) Polk County, Road 359, From Eagle Lake to Road 8, 10.5 miles should read Polk County, Road 359, From Lake Eliseo to Road 8, 10.5 miles.

(2) Manatee County, Road 34, From Road 32 to the County line, 5.5 miles should read Manatee-Polk Counties, Road 34, From Road 32 to Brewster, 12.5 miles.

CONSIDERATION OF MAINTENANCE REQUESTS

It was decided by the Board that all requests for maintenance will first be studied by the Board Member and the Division Engineer of the respective division in which the project lies, and report made to the Board at the next meeting.

MELBOURNE BRIDGE ADDED TO BUDGET

On motion of Mr. Carleton, seconded by Mr. Campbell, it was agreed that the Melbourne Bridge be added to the 1945 budget, and advertised before the end of this calendar year, because some projects in the budget cannot be advertised this year on account of plans not being completed.

DELAND-DAYTONA BEACH ROAD ADDED TO BUDGET

On motion of Mr. Carleton, seconded by Mr. Campbell, it was agreed that the unfinished part of the road between DeLand and Daytona Beach, State No. 21 and U. S. Highway 92, be added to the 1945 budget, for advertisement before the end of this calendar year, because some of the projects in the said budget cannot be advertised until their plans are completed.

INCREASED WIDTH FOR RIGHT OF WAY ON ROAD 4-A, MONROE COUNTY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, the State Road Department has negotiated with the owners of Lower Matecumbe Key for exchange of lands embraced in the old right of way formerly used for State Road 4-A for lands of said owners on said Key so as to increase the width of the present right of way of State Road 4-A from 100 feet to 150 feet; and

WHEREAS, the Department deems it advisable to submit to the Board of County Commissioners of Monroe County for approval the matter of the exchange of said properties.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida that the matter of the proposed exchange of said properties be submitted to the Board of County Commissioners of Monroe County, and if the same is approved by appropriate resolution of said County Commissioners, the Chairman and Secretary of the Department be, and they are thereupon authorized to consummate said exchange and execute on behalf of the Department the necessary deeds therefor.

POLICY REGARDING TRAFFIC LIGHTS

On motion of Mr. Carleton, seconded by Mr. Campbell, the Members agreed to continue with the same policy as that which has been in practice by the Department in the past, i. e., that the Department will not erect traffic signal lights on the highways.

RIGHT OF WAYS THROUGH CITIES

On motion of Mr. Fultz, seconded by Mr.

Campbell, it was agreed that the State Highway Engineer be directed to take the proper steps for this Department to obtain a declaration of policy from the Public Roads Administration as to right of ways through cities.

MARKING OF DEPARTMENT OWNED CARS

On motion of Mr. Fultz, seconded by Mr. Campbell, the Secretary was asked to provide for the marking of all Department-owned cars by having the Seal of the Department carried on all cars driven by employees from the Division Engineers down.

AIRPLANE FOR THE DEPARTMENT

On motion of Mr. Campbell, seconded by Mr. Guernsey, the matter of the purchase of an airplane for the Department was referred to the Chairman.

RECEPTION CENTERS ON HIGHWAYS AT MAIN ENTRANCES INTO STATE

Following a discussion of the matter of establishing reception centers at or near the State Line on the three main entrances to the State, on Road 2 north of Lake City, and Roads 3 and 4 north of Jacksonville, it was decided to ask the cooperation of the Florida Citrus Commission. Mr. Guernsey and Mr. Carleton were asked to serve as a committee to take up the matter with that Commission, to see what can be worked out, and to make a report at the next meeting of the Board. They were authorized to make the offer from the Department to furnish the locations, erect suitable structures and main-

tain the grounds, if the Citrus Commission would furnish the staff and the fruit for the serving of fresh fruit juice free and free

MILLER MACHINE CO.

**AUTO PARTS JOBBERS AND
MOTOR REBUILDERS**

Member: National Standard Parts Assn.

329-333 West Central Avenue

ORLANDO

FLORIDA

Leon Bass Saw Mill

Pine and Cypress

Phone 3640 Kissimmee, Fla.

ORANGE STATE GROVES

Growers and Packers

Orange State Brand

Zellwood Brand

Zellwood

Florida

WHEELER FERTILIZER CO.

Manufacturers of

HIGH GRADE FERTILIZERS

OVIEDO, FLORIDA

ST. JOHNS BOX COMPANY

MANUFACTURERS OF WIREBOUND PACKAGES

PALATKA

★

FLORIDA

DEW DROP IN

BAR AND PACKAGE GOODS

Lake Shore Boulevard

Sanford, Florida

FLORENCE CITRUS GROWERS ASSN.

Growers and Shippers

CITRUS FRUITS

Affiliated With

FLORIDA CITRUS EXCHANGE

Florence Villa

Florida

FLORIDA CRUSHED STONE COMPANY

"BROOKSVILLE STONE"

WASHED - CRUSHED - SIZED

FOR ALL PURPOSES

Main Office

Ocala, Florida

H. N. Camp, President

Sales Office

Leesburg, Florida

S. L. Kilgore, Sales Mgr.

Quarries:

CONROCK, FLA.

GAY, FLA.

tourist information to the public at these entrances.

ST. LUCIE COUNTY SPECIAL ROAD AND BRIDGE DISTRICT NO. 6

On motion of Mr. Campbell, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, request was made of this Department that Special Road and Bridge District No. 6, St. Lucie County, for an amount sufficient to pay the principal and interest on the bonds as they mature, such payments to be charged against their 80% Second Gas Tax Fund, which request has now been investigated and considered.

BE IT RESOLVED that the above request of St. Lucie County be and it is hereby denied, on the ground that the Department does not think the precedent thus established would be desirable.

CLAIM OF THEATRE OF THE SEA, INC., ROAD 4-A

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED by the Department that the Attorney be, and he is instructed to confer with the Attorney for the Theatre of the Sea, Incorporated, concerning the latter's claim.

RIGHT OF WAY ON ROAD 4-A ON WINDLEY'S ISLAND

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, it now appears that Theatre of the Sea, Incorporated, Lessor of certain pools or pits on Windley's Island in Monroe County, will not agree to the proposition made them by the Board of County Commissioners of Monroe County, Florida, for acquisition by purchase agreement of the strip of right of way needed for State Road 4-A and that the acquisition of the same should not be further delayed.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department that Monroe County be, and it is hereby requested to conclude the acquisition of said strip of right of way by institution of appropriate condemnation proceedings to condemn said strip in accordance with previous official request of the State Road Department and agreement of the Board of County Commissioners of Monroe County to acquire the same by purchase or condemnation.

BRIDGE OVER ST. MARYS RIVER—GEORGIA-FLORIDA STATE LINE

Mr. Dowling brought to the attention of the Board a letter he had received from State Highway Department of Georgia, relative to the cooperative construction of a bridge over the St. Marys River between Baker County, Florida, and Charlton County, Georgia, near the towns of Baxter, Florida, and Moniac, Georgia. Upon consideration of the proposition, upon motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED, that the Chairman and the State Highway Engineer be and they are hereby authorized to proceed toward the construction of a bridge over the St. Mary's River, at the Georgia-Florida State Line near Baxter, Baker County, Florida, on a cooperative basis with the Georgia State Highway Department, under terms as set out in correspondence between the two Departments, more specifically (1) a letter from Mr. Dowling to Ryburn G. Clay, Director, under date of October 2, 1945, and the reply addressed to Mr. Dowling by G. T. McDonald, Engineer-director, under date of October 26, 1945, the two letters being on file in the office of this Department at Tallahassee.

FEDERAL AID AND FEDERAL URBAN FUNDS FOR FLORIDA

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that Federal Aid and Federal Urban Funds for Florida be programmed and expended with sole regard to the critical needs throughout the entire State, and without making an effort to program same in different sections of the State under any formula that does not follow this plan. The term critical needs in this instance shall be determined by the Engineers and Federal Engineers, with due and proper regard to traffic volume, area, population, present and future need for improved and future facilities subject to final adoption and approval of the Board as a whole.

EMPLOYMENT OF HERNDON P. COLONEY AS STATE HIGHWAY ENGINEER

On motion of Mr. Fultz, seconded by Mr. Guernsey, the employment of Herndon P. Coloney as State Highway Engineer to succeed J. H. Dowling, resigned, effective November 1, 1945, at a salary of \$625.00 per month, was unanimously confirmed.

RETENTION OF DOWLING TEMPORARILY AS CONSULTANT

On motion of Mr. Campbell, seconded by Mr. Carleton, it was agreed to retain the services of J. H. Dowling as Consulting Engineer, for the months of November and December, 1945, at the same salary he received as State Highway Engineer, viz: \$625 per month.

RELOCATION OF STATE ROAD 5 THROUGH SANFORD

RELATIVE REQUEST OF CITY OF SANFORD FOR ABANDONMENT OF SECTION OF STATE ROAD 3 FOR PORT TERMINAL FACILITIES SITES AND FOR RELOCATION AND RECONSTRUCTION OF NEW SECTION OF STATE ROAD 3 TO REPLACE ABANDONED SECTION IN CITY OF SANFORD.

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, the City of Sanford is negotiating for the construction of water terminal facilities; and

WHEREAS, the location of said facilities contemplates the use of a section of State Road No. 3 as now located along the waterfront in said city and therefore necessitates the relocation of said road;

NOW, THEREFORE, BE IT RESOLVED that the State Road Department include in its 1946 budget such funds as are necessary for the relocation and reconstruction of State Road No. 3 along Fulton Street in the City of Sanford, Florida. PROVIDED that the contract for such work shall not be let until the City of Sanford shall furnish evidence satisfactory to the State Road Department that the city has completed financial arrangements and contracted for or is ready, willing and able to contract for and pay for the construction of said terminal facilities to be built in said city costing approximately \$200,000.00. PROVIDED FURTHER that the city shall provide for the construction and maintenance of all facilities necessary for the proper drainage, the construction and maintenance of adequate sidewalks and the acquisition of necessary rights of way for the said relocated section at no expense to the State Road Department.

BE IT FURTHER RESOLVED that when the above requirements are met or arrangements therefor are made satisfactory to the Department, the Department will convey to the City of Sanford by quit claim deed all right, title and interest of the State of Florida in and to that section of the existing right of way of State Road No. 3 in the City of Sanford which the city has requested be relinquished and abandoned by the State Road Department for the benefit of said port terminal.

BALLENGER AUTO STORAGE, Inc.

V. G. Edgar, Mgr.
LAKELAND, FLORIDA

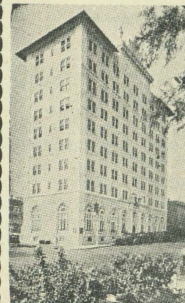
Lakeland-Highlands Cooperative Association

Established 1914

**Produces and Markets
Members' Citrus Fruits**

HIGHLAND CITY, FLA.

Lakeland Terrace Hotel



**Central
Florida's
Finest**

**Open
All
Year**

Badger Chaplin
Manager

Lakeland, Florida

BRANDS: BUGLE AND SUN GEM GREAT SOUTHERN CITRUS ASSOCIATION

Member Florida Citrus Exchange
PHONE 20134 WINTER HAVEN, FLORIDA

EDWARDS PACKING COMPANY

Packers of
FLORIDA CITRUS FRUITS
LAKELAND P. O. Box 457 FLORIDA

The New Florida Hotel



Fireproof

Lakeland's Largest and Finest Hotel

A. Baumberger, Mgr.

John E. Ballenger and Associates, Owners

175 Rooms

LAKELAND, FLORIDA

175 Baths

BE IT FURTHER RESOLVED that unless the City of Sanford furnishes such evidence of its readiness, willingness and ability to build such terminal facilities within the State Road Department's budget year 1946 and otherwise carries out its obligations recited herein, then the commitments embraced in this resolution shall expire.

PURCHASE OF UNITED STATES SECURITIES

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, the State Road Department has set up its financial program with reference to the building and maintenance of State Roads and the purchase of roads and bridges for the period of year 1945; and

WHEREAS, the State Road Department has to its credit in the Treasury of the State of Florida in the State Road License Fund-Gasoline, monies which cannot be expended under its financial program because of the war emergency within the period of one year; and

WHEREAS, it appears that the said monies may not be required for the purpose of carrying into effect its financial program for any definite period of time;

NOW, THEREFORE, BE IT RESOLVED that the Chairman of the State Road Department be authorized and directed to purchase, with the approval of the Governor, the Comptroller, and the Treasurer of the State, for the account of the Department out of the money to the credit of the Department with the Treasurer in the State Road License Fund-Gasoline, United States 7/8% Treasury Certificates of Indebtedness of Series K-1946, in the amount of \$5,000,000.00, the same to be deposited with the State Treasurer to the credit of the Department in lieu of the money so expended.

RESOLUTION OF THANKS

On motion of Mr. Campbell, seconded by Mr. Guernsey, a vote of thanks was given to Senator Wallace Sturgis, The Limerock Association of Florida, the Marion County Commissioners, and others who had a part in the hospitality extended to the Members of the Road Department and the employees in attendance upon this meeting.

ADJOURNMENT

Upon agreement to hold the next meeting in Tallahassee, on Monday, December 10, at 10:00 o'clock a. m., the meeting was adjourned.

STATE FORESTER ANNOUNCES TREE FARM PROGRAM

A Florida tree farm program will be launched in the very near future. C. H. Coulter, State Forester, announced that arrangements had been completed for joint sponsorship of the project by the Florida Board of Forestry and Parks and the Florida State Chamber of Commerce. He reports that the program is already in operation in several States throughout the Nation and is being promoted in the South by the Southern Pine Association with headquarters in New Orleans.

The primary objective of the program is to stabilize forest land ownership, forest industries, and employment through the continuous production of forest crops. The program includes forest fire control, reforestation, improved cutting practices, and the distribution of information on the resource and its proper management.

Coulter stated that lands that can qualify under the standards will be

registered as Florida Tree Farms. The owner will be provided with a certificate in recognition of the listing and the property will be provided a special signboard to call it to public attention.

The area must be privately owned and of any acreage but must be dedicated to the growing of continuous forest crops for commercial purposes through the application of common sense forestry practices. Pine tree plantations or lands that are reforesting naturally may both qualify under the tree farms standards.

Coulter stated that the Southern Pine Association and the Florida State Chamber of Commerce are both contributing financially to the costs of the project. The Florida Forest Service will inspect and certify properties that wish to qualify. He stated that interested landowners should contact their district office of the Florida Forest Service. These are located in Panama City, Tallahassee, Lake City, Ocala, and Lakeland.

B. D. McINTOSH

Yellow Pine and Cypress Lumber
ALTAMONTE SPRINGS, FLA.
Phone 1307R
Winter Park Line

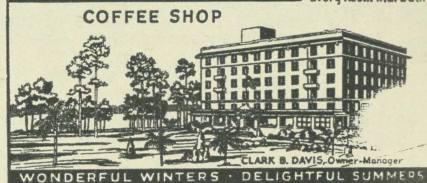
P. O. Box 219—Phone 24-651

CASH & CARRY LUMBER COMPANY, Inc.

LAKELAND ★ FLORIDA

HOTEL HAVEN WINTER HAVEN, FLORIDA "The City of 100 Lakes"

OPEN ALL YEAR
FIREPROOF
MODERN
Every Room with Bath



COFFEE SHOP

CLARK B. DAVIS, Owner-Manager

WONDERFUL WINTERS · DELIGHTFUL SUMMERS

MILLS ROCK COMPANY

of Miami, Inc.

MIAMI



FLORIDA

REPAIRING RENTALS REBUILDING ELECTRIC WELDING
ACETYLENE WELDING MACHINE WORK

DRAINAGE MACHINERY & SUPPLY CO.

PARTS AND SERVICE

Link-Belt Speeder

John Deere

Drag Lines - Cranes - Shovels

Tractors - Implements

Telephone 437—P. O. Box 787

Fourth and Boston

Fort Pierce, Florida

EVERGLADES

FERTILIZER

COMPANY

HIGH QUALITY FERTILIZERS

FORT LAUDERDALE

FLORIDA

SHERMAN CONCRETE PIPE CO.

JACKSONVILLE

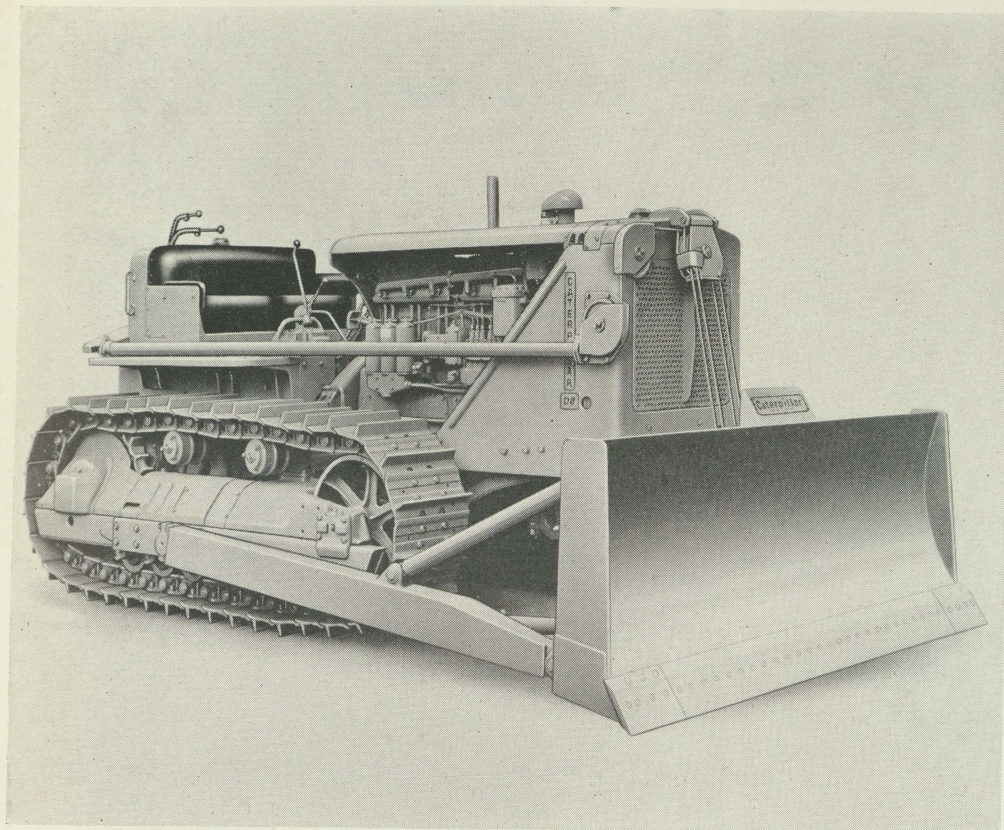
Phone 5-4570

TAMPA

Phone H-3556

TALLAHASSEE

Phone 2413



Outstanding Advantages OF "Caterpillar" Bulldozers

- Balanced Design
- Great Capacity
- Rigid Construction
- Elimination of "A" Frame
- Reinforced Blade
- Easy Digging
- Enclosed Operating Cables
- Long Life Cutting Edges
- Easy Blade Adjustment
- Quick Mounting
- Correctly Grooved Sheaves
- Long Cable Life
- Safe Operation
- Fine Visibility
- Low Drop
- Straight or Angling Cut
- Unit Manufacture
- One Service Source

NEWS IN THE EARTHMOVING FIELD!

"Caterpillar" Builds Bulldozers and Scrapers!

MATCHED in capacity to the power of the tractor, and matched in design, materials and workmanship to the high quality always maintained by "Caterpillar"—these two new pieces of essential equip-

ment are priced in keeping with "Caterpillar" policies of building the best for a reasonable cost.

Deliveries of bulldozers for "Caterpillar" Diesel D8, D7, and D6 track-type tractors are scheduled for current orders, with scrapers meeting delivery schedules for early 1946.

These new products carrying the famed "Caterpillar" name, have been subjected to thorough testing in numerous locations throughout the United States, and will be sold and serviced by your friendly "Caterpillar" Dealer. Get in touch with him today, about placing your order for a bulldozer or scraper that proudly carries the "Caterpillar" name.

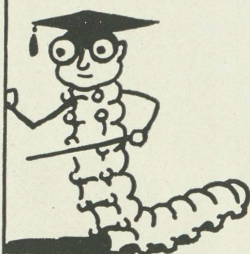
IN THE SOUTH

**Burford-Toothaker Tractor
Company**
Montgomery, Alabama

**Shelley Tractor-Equipment
Company**
Miami and Tampa, Florida

Clewiston Motor Company
Clewiston, Florida

**Burgman Tractor - Equipment
Company**
Jacksonville, Florida

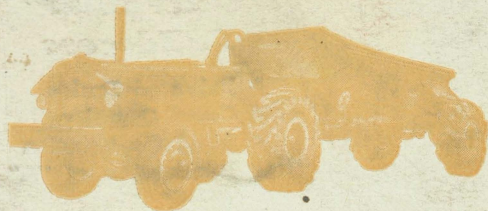


CATERPILLAR

REG. U. S. PAT. OFF.

DIESEL

FLORIDA - GEORGIA TRACTOR COMPANY



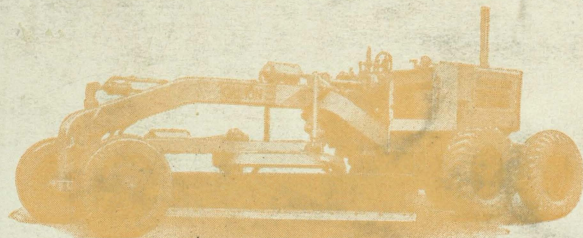
Bottom-Dump Euclid

OF WAYCROSS GA., PHONE 116

E. A. Adams, President
S. L. Harvey, Vice Pres.

OF JACKSONVILLE, FLA., PHONE 7-8408

W. E. Dempsey, President
M. C. Jones, Vice-Pres.



Galion Motor Grader

OF LAKELAND, FLA., PHONE 4608

H. F. Mason, President
W. G. Jewett, Vice-Pres.

OF MIAMI, FLA., PHONE 3-7806

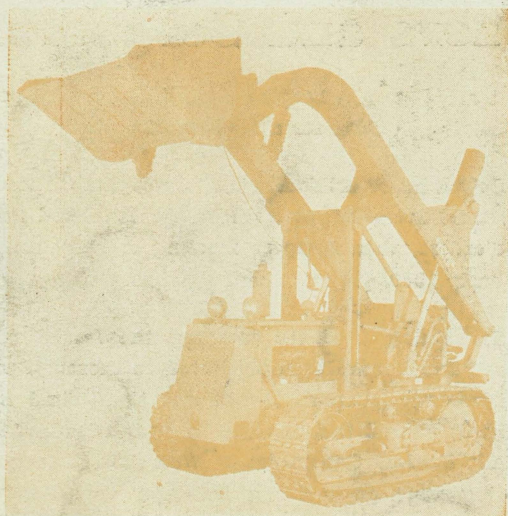
H. J. Midgette, President
O. C. Johnston, Vice-Pres.

In addition to a sales force, we have Service and Parts Depots located at the above points in order to assure owners of International TracTracTors, Industrial Wheel-Type Tractors and Power Units receiving prompt and efficient service on their equipment. Due to shortage of experienced mechanical assistance and delays encountered in receiving parts shipments during the past few years, our service at times, has been considerably below par. As we approach more normal times and as rapidly as changed conditions will permit this situation will be corrected. Your continued patronage will be appreciated.

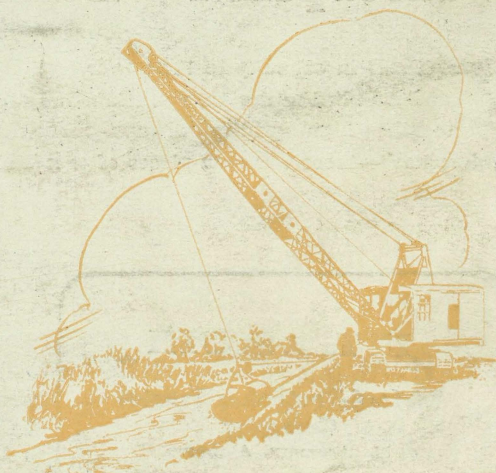
BUILT ON SERVICE

Sales Representatives located

JACKSONVILLE, TALLAHASSEE, LAKELAND, TAMPA, ORLANDO AND MIAMI, FLORIDA
WAYCROSS AND SAVANNAH, GEORGIA



Model TD-9 International TracTracTor and Bucyrus-Erie Dozer Shovel.



Northwest Dragline

DISTRIBUTORS FOR:

International TracTracTors
Bucyrus-Erie Scrapers-Bulldozers
Northwest Cranes-Draglines
Euclid TracTruks
Galion Dump Bodies
Cleaver-Brooks Tank Car Heaters
Rogers Low-Bed Trailers
Galion Graders-Rollers

FWD (Four Wheel Drive) Trucks
Heltzel Bins - Forms
Trojan Patrols-Tamping Rollers
Murphy Marine Engines
Gutter-Snipe Pick-Up Sweepers
Ingersoll-Rand Compressors-Jackhamers
Rosco Distributors
Cedar Rapids Asphalt Plants

We also handle many other popular lines of construction and industrial machinery in addition to a complete stock of rebuilt equipment for rent or sale.